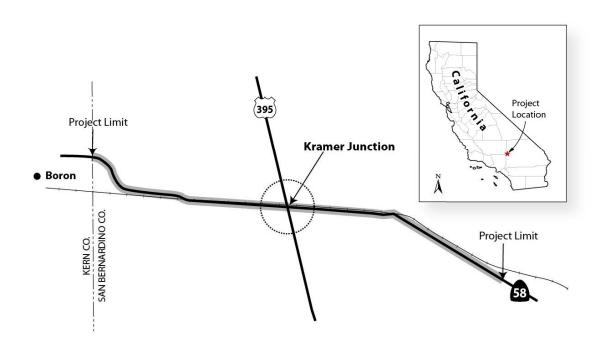
Scoping Report

State Route 58 Kramer Junction Expressway Project 08-SBD-58-PM 0.0/12.9 EA 34770







APRIL 2008

Scoping Report

Table of Contents

Scoping Repo	rt
Introduction	n
2002 Public	Information Meeting
	ng Process for EIS/EIR
	P Distribution
	Notice Distribution
	oping Meeting
Agency a	and Public Comments Received
	g and Cooperating Agencies
Appendix A	NEPA Notice of Intent and CEQA Notice of Preparation
препал	112171110tice of intent and elegitivotice of Treparation
Appendix B	Scoping Notices
Appendix C	Scoping Meeting Materials
Appendix D	Agencies and Public Officials Noticed
Appendix E	Comments Received
Appendix F	Project-Related Newspaper Articles
Appendix G	Caltrans Contacts

Introduction

California Department of Transportation District 8 (Caltrans) proposes to widen and realign State Route 58 (SR-58) Kramer Junction Expressway from two lanes to four lanes between the Kern/San Bernardino County line and a point 12.9 miles east on SR-58. A more detailed description is included in Appendix A.

Federal and State laws, the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), require the environmental and social impacts of the project be disclosed in a report or environmental document. The joint NEPA/CEQA document is called an environmental impact statement/environmental impact report (EIS/EIR), and Caltrans is the Lead Agency responsible for preparing the EIS/EIR. Scoping and public involvement are required parts of the EIS/EIR process.

"Scoping" is the process by which lead agencies solicit input from the public and interested agencies on the nature and extent of issues and impacts to be addressed in the EIS/EIR and the methods by which they will be evaluated. Scoping helps to identify the range of actions, alternatives, environmental effects, methods of assessment and mitigation measures to be analyzed in depth, and eliminates from detailed study those issues that are not important to the decision at hand. Scoping is also an effective way to bring together and resolve the concerns of interested federal, state, and local agencies; the proponent of the action; and other interested persons, including opponents of the project. (40 C.F.R. 1501.7, 1506.6; CEQA Guidelines 15083; Department Standard Environmental Reference [SER], Volume 1, Chapter 2, Section 6)

Tools used to determine the scope of an EIS/EIR include early public and inter-agency consultation, the NEPA notice of intent (NOI) and CEQA notice of preparation (NOP) that an EIS/EIR is being prepared, and scoping meetings with agencies and the public. Of these tools, only the NOI/NOP is mandatory under CEQA/NEPA.

This Scoping Report provides a description and summary of the following scoping and public involvement actions conducted to date.

- Early public and inter-agency consultation
- NOI/NOP distribution and review
- Scoping meeting

This Scoping Report also includes a summary of all the public and agency comments received by Caltrans during the NOI/NOP review period.

2002 Public Information Meeting

On January 15, 2002, Caltrans sponsored a public information meeting for the four-lane expressway project on SR-58 at Kramer Junction. The meeting was held at the Roadhouse Restaurant in Kramer Junction, San Bernardino County, California. Invitations to the meeting were sent to property owners, interested parties, and public officials. Additionally, a notice

about the upcoming meeting was published in the Mojave Desert News on December 27, 2001 and on January 10, 2002.

The purpose of the public information meeting was to provide information to the public regarding the four-lane expressway project design. Informational display boards were located around the room and Department representatives were available to explain the displays, answer questions, and receive public input.

Upon arriving, attendees were asked to sign in to maintain an attendance record. The addresses were subsequently added to the project mailing list. Each attendee received a project fact sheet and a comment card and was invited to walk around the room and view the displays. Attendees were encouraged to fill out comment cards at the meeting or submit comments by mail by January 31, 2002.

Approximately 56 people signed the attendance sheet.

A Public Information Meeting Summary Report was issued by Caltrans and the United States Department of Transportation in 2002.

2007 Scoping Process for EIS/EIR

The scoping process for the EIS/EIR included distribution of the federal Notice of Intent (NOI) and the state Notice of Preparation (NOP) to the respective federal and state offices, distribution of the scoping notice to interested and potentially interested parties, and the 2007 Scoping Meeting. The purpose of these actions was to notify the agencies and public that Caltrans is proposing a project and an environmental document is being prepared, and to offer the opportunity to obtain input from the agencies and public on the project and environmental document.

NOI/NOP Distribution

The Notice of Intent (NOI) and Notice of Preparation (NOP) formally state that an environmental impact statement (EIS), environmental impact report (EIR), or joint EIS/EIR is being prepared. This is an important step in the environmental scoping process, which is designed to solicit input to determine the range of the issues to be addressed in an EIS/EIR. Pursuant to CEQA Section 21080.4(a), responsible and trustee agencies are asked to provide in writing the scope and content of the environmental information that is germane to their statutory responsibilities, as these agencies will need to use the EIS/EIR prepared by the lead agency when considering permits or other approvals for the project.

Federal law requires that a formal NOI be published in the Federal Register, while California law requires that a NOP be filed with the State Clearinghouse. On May 10, 2007, the Notice of Intent was filed in the Federal Register, Volume 72, Number 90 (see Appendix A). The NOI contained a summary of the current status of the corridor and the signalized intersection at Kramer Junction, overall transportation needs, and identified proposed alternatives. The Notice of Preparation (NOP) was filed with the State Clearinghouse on May 8, 2007 and distributed to the following state and local agencies with potential interest, expertise, and/or authority over the project.

- California Department of Fish and Game Region 6
- Native American Heritage Commission
- State Lands Commission
- California Highway Patrol
- Caltrans, District 8
- Cal EPA Transportation Projects
- California Department of Toxic Substances Control
- Regional Water Quality Control Board 6V

The NOI/NOP review period is 30 days from receipt of the NOI/NOP, which is estimated to be May 11 to June 11, 2007. However, comments were accepted through July 20, 2007; and there will be ongoing agency input as needed during preparation of the EIS/EIR.

Scoping Notice Distribution

A scoping notice, which was similar to the NOI and NOP but intended for the general public and other relevant entities, was distributed to notify people of the project, invite their comments on the project and EIS/EIR process, and invite them to a public scoping meeting being held for the project on June 21, 2007. Notices for the public scoping meeting were also placed in local newspapers. The scoping meeting notices are included in Appendix B, and the scoping meeting materials are included in Appendix C.

The scoping meeting notice was mailed approximately one month prior to the June 21, 2007, meeting to a project database of approximately 4,000 individuals. The mailing list included property occupants, owners, and absentee owners within .5 mile of the project area as obtained through a database search prepared by Spectrum Mailing Lists in April 2007 based on Assessor's Parcel Numbers and Post Office boxes. Additionally, the mailing list included elected and appointed local officials, state representatives and senators, the congressional delegation for the area, key stakeholders, neighborhood and civic organizations, property owners, and individuals who had attended previous meetings or otherwise asked to be informed about the project. The public agencies and officials noticed are included in Appendix D.

2007 Scoping Meeting

Although not required by CEQA or NEPA, Caltrans sponsored a public scoping meeting on June 21, 2007 (2007 Scoping Meeting), to provide an additional forum for sharing project

Scoping Report April 2008

information, answer questions, and accept comments. The 2007 Scoping Meeting was held from 4:00 p.m. to 7:00 p.m. at Roadhouse Restaurant, located at 6158 SR-58, Kramer Junction, CA.

The scoping meeting was held in an open house format without a formal presentation. There were several display boards describing the project purpose and need, background, alternatives, and more; and there were several Department staff available to answer questions and discuss the project and process. Appendix C includes the display boards (C.1), photographs taken during the meeting (C.2), and the attendance sign-in sheet (C.3).

Approximately 50 people signed the attendance sheet at the Scoping Meeting. The geographic distribution of attendees is illustrated in Table 1.

Table 1. Geographic Distribution of Attendees			
Locale	Number		
Kramer Junction/Boron area	17		
Bakersfield area	2		
Barstow area	2		
Escondido area	1		
Fresno area	1		
Lancaster/Palmdale/Littlerock area	3		
Anaheim area	2		
Los Angeles/Pasadena area	8		
Mojave/Tehachapi area	2		
Palm Springs area	1		
Sylmar area	1		
Victorville area/Apple Valley/Hesperia area	6		

The following Department staff attended the 2007 Scoping Meeting.

- Paula Beauchamp, Project Manager
- Marie Petry, Environmental
- Brian Liu, Environmental
- Tim Crowley, Graphic Designer/Photographer
- Juan Lopez Torres, Spanish Translator
- Terri Kasinga, Public Information Officer
- Patrick Hally, Project Engineer
- Eric Weiss, Biological Resources
- Gwyn Alcock, Cultural Resources

- Andrew Walters, Cultural Resources
- Rosanna Roa, Hazardous Materials
- Mike Romo, Right of Way
- Michelle Roque, Right of Way
- Niedy Piriaeles, Right of Way

The following Jones & Stokes staff attended the 2007 Scoping Meeting.

Kate Giberson, EIS/EIR project manager

Agency and Public Comments Received

The scoping period was May 11, 2007, to July 20, 2007. Comments were received from when the NOI, NOP and scoping notice were distributed in early May 2007 through July 2007. Because the scoping meeting was held on June 21, 2007, which was the last day of the review period indicated in the scoping meeting notice, comments were accepted through July 20, 2007, to provide people attending the meeting with additional time.

Table 2 presents agency comments received during the NOI/NOP review period. Table 3 presents written comments received from the public and other entities in response to the project notice and scoping meeting. Appendix E contains a matrix summarizing all comments, indicating the general comment category into which each comment falls, as well as a facsimile of each written comment received. The written comments were reviewed and grouped into major categories.

Participating and Cooperating Agencies

The scoping process stresses early consultation with resource agencies, other state and local agencies, tribal governments, and any federal agency whose approval or funding will be required for implementation of the proposed project (Caltrans SER, Volume 1, Chapter 36).

A **cooperating agency** is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact associated with a proposed project or project alternative. Coordination with cooperating agencies is initiated by sending a letter inviting them to participate in development of the environmental document. Cooperating agencies are invited to participate in early meetings to discuss issues and alternatives and to determine the scope of issues that may be associated with the proposed project.

Scoping Report April 2008

A **participating agency** is any federal or non-federal agency (state, tribal, regional, or local government agency) that may have an interest in the proposed project. The lead agencies collectively decide what other agencies to invite to act as participating agencies in the environmental review process. Federal agencies are required to act as participating agencies unless they declare in writing that they have no jurisdiction, expertise, or pertinent information to provide, and do not intend to comment on the proposed project. Non-governmental organizations and private entities cannot serve as participating agencies.

Caltrans will coordinate with cooperating, participating, and responsible agencies throughout the environmental process.

Table 2. State Route 58 Kramer Junction Expressway Project, Agency Comments Received During the Review Period

Comment Category	Comment Letter Summary	Commenter (Contact)	Mailing Address	Internal Response
Design features/ alternatives issues Environmental process	 Air Quality. The environmental document should provide a detailed discussion of ambient air conditions, NAAQS, criteria pollutant nonattainment areas, and potential AQ impacts. FHWA and Caltrans should include analysis of potential mobile source air toxics, as well as a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter. The Draft EIS should demonstrate the project is included in a conforming transportation plan and a transportation improvement program. Water and Wetlands Resources. Existing conditions and environmental impacts with respect to waters should be assessed at an appropriate level of detail in the environmental document. Caltrans and FHWA should explore on-site alternatives to further avoid or minimize impacts to specific waters. The lead agencies should also assess indirect and cumulative impacts to CWA Section 404 waters, and coordinate with NEPA/404 MOU signatory agencies to address agreement points early in the EIS process. Environmental Justice. The environmental document should identify whether the proposed project may disproportionately and adversely affect low-income and minority populations in the surrounding area and should provide appropriate mitigation for adverse impacts. Cumulative impacts. The environmental document should address cumulative impacts in light of reasonably forseeable actions, including impacts to sensitive plant and wildlife communities. Growth inducement. 	U.S. Environmental Protection Agency, Region 9 Nova Blazej, Manager, Environmental Review Office 415-972-3846	75 Hawthorne Street San Francisco, CA 94105	To be considered in design. To be addressed in EIR/EIS.
Design features/ alternatives issues Environmental process	The project site plan does not identify features that will control stormwater on-site or prevent non-point source pollutants from degrading surface or ground waters. To reduce impacts to watersheds from urban development, the principles of low impact development (LID) should be incorporated into project design. The selected route should avoid Waters of the State and design spans for all drainage areas. The project will require a NPDES General Construction Stormwater Permit and development of a SWPPP. The environmental document needs to quantify impacts to surface Waters of the State and/or Waters of the U.S., discuss need for	California Regional Water Quality Control Board, Lahontan Region Mike Plaziak, Supervising Engineering Geologist 760-241-7404	14440 Civic Drive, Suite 200 Victorville, CA 92392	To be considered in design. To be addressed in EIR/EIS.

Table 2. Continued Page 2 of 4

Comment Category	Comment Letter Summary surface water disturbance, and present alternatives that avoid or minimize impacts. Additionally, the environmental document must assess the potential for the project to impact the hexavalent chromium remediation system in operation at the PG&E Compressor Facility in Hinkley. Mitigation must be identified in the environmental document, including timing of construction. Mitigation for displaced wetlands must replace functions and values of wetlands lost.	Commenter (Contact)	Mailing Address	Internal Response
Operations and Safety issues Design features/ alternatives issues Pedestrian issues ROW issues	The new development at State Route 58 and Kramer Junction Expressway may increase traffic volumes on streets and intersections, and at at-grade highway-rail crossing. Project design should consider pedestrian circulation patterns/destinations with respect to the railroad ROW. Safety factors include planning for grade separations for major thoroughfares, improvements to existing at-grade highway-crossings due to increase in traffic volumes, and appropriate fencing to prohibit trespassing onto the railroad ROW. Caltrans should arrange a meeting with CPUC's Rail Crossing Engineering Section and BNSF Railway to discuss relevant safety issues and, if necessary, file a GO88-B request for authority to modify at-grade crossings of SR 58.	California Public Utilities Commission Rosa Munoz, PE, Utilities Engineer, Railroad Crossings Engineering Section, Consumer Protection and Safety Division 213-576-7078	320 West 4 th Street, Suite 500 Los Angeles, CA 90013	Coordination with CPUC and BNSF Railway. To be considered in design. To be addressed in EIR/EIS.
Design features/ alternatives issues ROW issues Environmental process	If the project crosses public lands outside of existing ROW, it is likely BLM would be a cooperating agency. Because BLM manages public lands both north and south of the existing alignment for desert tortoise recovery, the agency encourages selection of an alternative that uses the existing ROW to the extent feasible. The lead agencies should reconstruct existing fences for desert tortoises, and, as feasible, should build culverts under the roadway for use by desert tortoises and other wildlife. Given the location of desert tortoise recovery habitat relative to the proposed alignments, FHWA will need to consult with USFWS. BLM suggests combining the consultation for both the SR 58-Hinkley and SR 58-Kramer Junction projects to save time.	Bureau of Land Management Edythe Seehafer, Environmental Coordinator, Barstow Field Office 760-252-6021	2601 Barstow Road Barstow, CA 92311	Coordination with USFWS. To be considered in design. To be addressed in EIR/EIS.
Operations and Safety issues Design features/	The environmental document should provide the following information. 1. Current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances; 2. Known or potentially contaminated sites within the	Department of Toxic Substances Control Greg Holmes, Unit Chief, Southern California Cleanup	5796 Corporate Avenue Cypress, CA 90630	To be considered in design. To be addressed in EIR/EIS. To be

Table 2. Continued Page 3 of 4

Comment Category	Comment Letter Summary	Commenter (Contact)	Mailing Address	Internal Response
alternatives issues Environmental process	proposed project area; and 3. Mechanisms to initiate any required investigation and/or remediation for any contaminated site and the agency responsible for regulatory oversight of site investigation and/or cleanup;	Operations Branch – Cypress Office (714) 484-5477	Address	considered in design. To be addressed in EIR/EIS.
process	 and/or cleanup; The following actions should occur prior to or during construction. 4. Environmental investigations, sampling, and/or remediation should be conducted under a Workplan approved and overseen by the respective regulatory agency, and findings of any investigations and related sampling results should be summarized in the document. 5. Proper investigation, sampling, and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted prior to construction; and all closure, certification, or remediation approval reports be these agencies should be included in the environmental document. 6. If project is within the border zone of a contaminated property, appropriate precautions should be taken prior to construction. 7. If buildings, transportation-related structures, or paved surfaces are to be demolished, investigation for hazardous chemicals should be conducted prior to demolition, and proper precautions should be taken during demolition activities. 8. Project construction may require soil excavation or filling in certain areas. If soil is contaminated, it must be properlidisposed, and may be subject to Land Disposal Restrictions. Sampling should also be conducted to ensure that imported backfill, if used, is free of contamination. 9. If necessary, a study of the site and a healthy risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, haven been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. 10. Any hazardous wastes generated by the proposed operations must be managed in accordance with the California Hazardous Waste Control Law and the 	s ·		IN EIK/EIS.
	Hazardous Waste Control Regulations. 11. If hazardous wastes will be generated by the project, a			

Table 2. Continued Page 4 of 4

Comment		Commenter	Mailing	Internal
Category	Comment Letter Summary	(Contact)	Address	Response
	DTSC permit may be required.			
	12. If hazardous wastes will be generated by the project, the			
	proponent should obtain a U.S. Environmental Protection			
	Agency Identification Number.			
	13. Certain hazardous waste treatment processes may			
	require authorization from the local Certified Unified Program Agency (CUPA).			
	14. If project plans include discharging wastewater to a storm			
	drain, an NPDES permit from the overseeing RWQCB			
	may be required.			
	15. If soil and/or groundwater contamination is suspected,			
	construction/demolition in the area should cease and			
	appropriate health and safety procedures should be			
	implemented.			
	16. If the site was used for agricultural or related activities,			
	onsite soils and groundwater might contain pesticides,			
	agricultural chemicals, organic waste, or other related			
	residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of			
	and approved by a government agency prior to project			
	construction.			
	17. DTSC can provide guidance for cleanup oversight through			
	an Environmental Oversight Agreement (EOA) for			
	government agencies, or a Voluntary Cleanup Agreement			
	(VCA) for private parties.			

Table 3. State Route 58 Kramer Junction Expressway Project, Public Comments Received During the Scoping Period, May 11–July 20, 2007

Comment	
Category	Comment Summary
Full project support	 Project is needed for congestion relief, goods movement, accident reductions at the Kramer Junction interchange, improved access to local services, avoiding weekend and holiday backups at Kramer Junction, preventing drivers from bypassing SR 58 using desert dirt roads and access roads that cross private property, and eliminating the long curve and RR track crossing east of Boron, which is a no passing area with a long history of accidents. RR grade separation at Boron and Kramer Junction will be a major safety improvement.
Cost of project	 Alt B would be the most cost-effective alternative. Concerned about funding. Concerned about Caltrans' previous waste of money on alternatives development if a new route is adopted.
Design features/ alternatives issues	 Traffic access for locals and truck access off Hwy 395 needs to be addressed by project. The turn lane and exit where WB traffic exits SR 58 to reach Boron is poorly designed and should be redesigned. Transitions should be wide enough to ease traffic; plan for future growth. Concerned about inclusion of frontage roads to allow access to roadside businesses w/o causing traffic congestion on the highway. Need access to the open desert for people, recreation, horses, bikes, etc. Suggests an overpass at Congo Rd with dirt road beneath. Concerned about soundwalls along new route. At grade RR tracks that cross existing SR 58 at the curve east of boron should be included in this project. Old (main) entrance/exit road to Boron not spoken of in this realignment. Suggests: 1) starting Alt B east of the Boron span bridge and going north and east, joining expressway to Barstow, 2) leaving SR 58 as is for surface road and joining this roadway with the old Boron (main) road at the curve with the RR crossing to leave access to local services and leave present businesses alone. Project should preserve two existing unpaved roadways as access roads to the 4-lane expressway. There is already a hard-packed/gravel dirt roadway from the Boron bridge span east to Kramer Junction with at grade utility/equipment boxes and electric utility/telephone poles are located in short distance north of this roadway on another unpaved roadway. Concerned about effects of proposed drainage facilities on adjacent properties during heavy rainstorms Concerned about which streets will be dead-ended and which will have bridges/underpasses? Wants alternative route to Boron and possibly Kramer Junction, other than SR 58. Alt B would have the lowest cost since it would not cross RR @ US 395, would be less invasive to existing businesses and homes, would be safest for motorists, would have the least impact on the Kramer Junction interchange, would avo

Table 3. Continued Page 2 of 3

Comment Category	Comment Summary
	 Alts B, C, D would all impact the Southern California Edison's transmission facilities. If relocation is needed, impacts need to be addressed in the EIR. Replacement rights will need to be assured from Caltrans to relocate SCE facilities. Timeframes need to be considered depending on materials, cost for outage and relocation of SCE facilities will be at Caltrans expense if SCE owns in fee or has prior rights. Hope the route with least impact on SCE facilities will be chosen. Encroachment costs to be Caltrans responsibility. Suggests limiting project to existing SR 58, taking the pottery property and Chevron property on the north side, and adding a lane in their place. Add two more lanes from freeway to freeway, so it will be four lanes all the way. Says this should be affordable. If there's enough money, suggests building an overpass to the west. Implementing southern alternative(s) would kill businesses. Four corners businesses could possibly exist with Expressway to north of Kramer Junction. Give the businesses a fair price and buy them out of your way. This would not be good, however, for Boron or for the motoring public. They will be out of stations and restaurants. Width of roadway should be wider.
Environmental process	 Economic impact to existing businesses needs to be addressed. EIR needs a more specific map that shows APNs of affected properties. Thorough archaeological and cultural studies are needed. There should be much study prior to and during the construction phase regarding the old community of Kramer because it was a 1880s railroad siding and center of much mining activity in this part of the Mojave Desert. This is a historically rich area in artifacts and local history, and must receive special attention. Don't let the environmental issues keep this project from a timely completion.
Operations and safety issues	 Concerned about access to existing property, increased traffic, noise, and emissions, and continued provision of services, including phone service, water delivery, and emergency services if project is implemented. Concerned about road closures if project is implemented. Concerned about lack of privacy and distress to domestic animals if project is implemented.
Interregional issues as they relate to good movement and truck traffic vs. a small desert community	 Concerned about preservation of businesses at Four Corners. Not enough water in the Kramer Junction area to support additional growth, and Edwards AFB does not want growth in their flight zone.
Other	 Needs to happen sooner, so more lives will be saved. Project was started years ago, and the state should have finished it. Complete freeway on Kern County side. Complete the SR 58 freeway to Barstow. Wants I-40 coast to coast. Proposes that SR 58 from Barstow to Bakersfield be changed to I-40. Go north from Bakersfield with 99 and I-40 to 46, which would become I-40 to Paso Robles, connecting to 101. This would provide relief and available routes for truckers/public to reach the coast without going through LA. This would better serve businesses and tourists. The FHWA could put gas tax to work for us. Concerned about extent of Caltrans' involvement with local governments on master plans for land use and commercial development in the area.

Table 3. Continued Page 3 of 3

Comment Category	Comment Summary
	 Concerned about property values. Caltrans should use local businesses where possible. Consider using Global Resources, LLC, the aggregate plant next to Rio Tinto. Should try and employ low income families in area as much as possible. Concerned about compensation for land being temporarily used to store equipment, supplies, vehicles, etc. Concerned about imminent domain. Hopes this will start talks to widen 395 both north and south directions. Concerned about effects of project on wildlife and plants. Concerned for desert tortoise.

Appendix A NEPA Notice of Intent and CEQA Notice of Preparation

Contents

NOI Submission Letter to Office of the Federal Register

NOI (Federal Register)

NOP Submitted to the California State Clearinghouse (includes Project Location, Project Description, and Environmental Checklist)

NOP Distributed by the California State Clearinghouse to Reviewing Agencies



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
May 2, 2007

IN REPLY REFER TO

HDA-CA

File #: 08-SBd-58 PM 0.0/12.9

Kramer Junction EA#: 347700

Document #: P56939

Mr. Raymond A. Mosley Office of the Federal Register (NF) The National Archives and Records Administration 8601 Adelphi Road College Park, MD 20740-6001

Dear Mr. Mosley:

SUBJECT: Notice of Intent, SR-58 Freeway/Expressway Realignment Project Near Hinkley

Enclosed are three signed, original copies and one electronic version of the Notice of Intent to prepare an Environmental Impact Statement for a proposed highway project in San Bernardino County, California.

Please place this Notice of Intent in the Federal Register. The billing code is identified on the Notice.

I certify that the enclosed CD contains a true and accurate copy of the three signed paper copies of the Notice.

If you have any questions, please contact Tay Dam, Senior Project Development Engineer at (213) 605-2013.

Sincerely,

/s/ Maiser Khaled

For Gene K. Fong Division Administrator

Enclosures



[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: SAN BERNARDINO COUNTY,

CALIFORNIA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent to prepare an

Environmental Impact Statement (EIS) for the proposed widening and realignment of State

Route 58 (SR-58) Kramer Junction Expressway from two to four lanes located between the

Kern/San Bernardino County line and a point 12.9 miles east on SR-58 in San Bernardino

County, California. This will be a gap closure project.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Project Development

Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA

90017. Telephone: (213) 202-3954. Marie Petry, California Department of Transportation

District 8, 464 W. Fourth Street, San Bernardino, CA 92401. Telephone: (909) 383-6379.

SUPPLEMENTAL INFORMATION: The FHWA, in cooperation with the California

Department of Transportation, will prepare an EIS for the proposed widening and realignment of

SR-58 Kramer Junction Expressway in San Bernardino County, California. This 13-mile long

project would take place entirely within San Bernardino County and is centered on the Kramer

Junction where SR-58 intersects with US-395 west of the City of Barstow. This section of SR-

58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a

four-lane expressway to the east. The proposed project would close this gap. The existing two-

lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an

overhead crossing of Burlington Northern Santa Fe (BNSF) railroad west of that intersection, and numerous uncontrolled at-grade driveway and street access points. There is also an at-grade railroad crossing on US-395 north of the SR-58/US-395 intersection that slows traffic and contributes to accidents when traffic backs up during train crossings. SR-58 is a major east-west transportation corridor with a high percentage of truck traffic transporting goods in and out of the state. The purpose of this project is to provide for increased separation of slow moving vehicles, to separate local and regional traffic, to reduce accidents, and to eliminate the convergence of SR-58 and US-395 traffic. The project would also provide congestion relief and improve traffic operations and access to local services.

A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, and D) will be addressed in the EIS document. All three proposed Build Alternatives would increase capacity and be reclassified from a conventional highway to an expressway. As proposed, Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment, and Alternative D would be a realignment south of the existing highway.

Furthermore, construction of a new freeway-to-freeway interchange where SR-58 intersects with US-395 is proposed for Alternatives B, C, and D. This new interchange would have to span the existing at-grade railroad under Alternatives B and C, but this would not be necessary under Alternative D because the new interchange is far enough south of the railroad. In addition, Alternatives B and D would include a second grade separation (overhead) structure to span the railroad further east and west, respectively, of the proposed SR-58/US-395 interchange.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990

Clear Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and

citizens who previously have expressed, or are known to have, an interest in this project.

Location and details of the public scoping meeting for the proposed project will be advertised in local newspapers and other media and will be hosted by the California Department of Transportation, District 8.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research,

Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation Federal programs and activities apply to this program.)

ISSUED ON: May 2, 2007

/s/ Maiser Khaled

Maiser Khaled Director, Project Development & Environment California Division Federal Highway Administration

- Alternative 2: Realign and Widen (South). This alternative realigns and widens SR–58 from two lanes to a fourlane expressway/freeway about one-half mile south of the existing SR–58.
- Alternative 3: Widen the Existing. This alternative follows the existing SR–58 alignment or a slightly offset alignment throughout the project limits.
- Alternative 4: Realign and Widen (North). This alternative consists of a realignment of SR–58 to a four-lane expressway/freeway just north of the existing SR–58.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clear Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the public scoping meeting for the proposed project will be advertised in local newspapers and other media and will be hosted by the California Department of Transportation, District 8.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation Federal programs and activities apply to this program.)

Issued On: May 2, 2007.

Maiser Khaled,

Director, Project Development & Environment, California Division, Federal Highway Administration.

[FR Doc. E7-8939 Filed 5-9-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: San Bernardino County, CA

AGENCY: Federal Highway Administration (FHWA), DOT. **ACTION:** Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for the proposed widening and realignment of State Route 58 (SR–58) Kramer Junction Expressway from two to four lanes located between the Kern/San Bernardino County line and a point 12.9 miles east on SR–58 in San Bernardino County, California. This will be a gap closure project.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Project Development Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA 90017. *Telephone:* (213) 202–3954. Marie Petry, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. *Telephone:* (909) 383–6379.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an EIS for the proposed widening and realignment of SR-58 Kramer Junction Expressway in San Bernardino County, California. This 13-mile long project would take place entirely within San Bernardino County and is centered on the Kramer Junction where SR-58 intersects with US-395 west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close this gap. The existing two-lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an overhead crossing of Burlington Northern Santa Fe (BNSF) railroad west of that intersection, and numerous uncontrolled at-grade driveway and street access points. There is also an atgrade railroad crossing on US-395 north of the SR-58/US-395 intersection that slows traffic and contributes to accidents when traffic backs up during train crossings. SR-58 is a major eastwest transportation corridor with a high percentage of truck traffic transporting goods in and out of the state. The purpose of this project is to provide for increased separation of slow moving vehicles, to separate local and regional

traffic, to reduce accidents, and to eliminate the convergence of SR–58 and US–395 traffic. The project would also provide congestion relief and improve traffic operations and access to local services.

A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, and D) will be addressed in the EIS document. All three proposed Build Alternatives would increase capacity and be reclassified from a conventional highway to an expressway. As proposed, Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment, and Alternative D would be a realignment south of the existing highway. Furthermore, construction of a new freeway-to-freeway interchange where SR-58 intersects with US-395 is proposed for Alternatives B, C, and D. This new interchange would have to span the existing at-grade railroad under Alternatives B and C, but this would not be necessary under Alternative D because the new interchange is far enough south of the railroad. In addition, Alternatives B and D would include a second grade separation (overhead) structure to span the railroad further east and west, respectively, of the proposed SR-58/US-395 interchange.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clear Air Act Amendments. section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the

public scoping meeting for the proposed project will be advertised in local newspapers and other media and will be hosted by the California Department of Transportation, District 8.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation Federal programs and activities apply to this program.)

Issued On: May 2, 2007.

Maiser Khaled,

Director, Project Development & Environment, California Division, Federal Highway Administration.

[FR Doc. E7–8940 Filed 5–9–07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

[Docket Number FRA-2007-27762]

Applicant: Canadian National Railway Company, Mr. Timothy R. Luhm, Senior Manager of S&C, Southern Region, Chicago Division, 17641 Ashland Avenue, Homewood, Illinois 60430.

The Canadian National Railway Company (CN) seeks approval of the permanent discontinuance and removal of the automatic block signal (ABS) system on Track Numbers 3 and 4, from Milepost 15.68 to Milepost 20.25, on the Chicago Division, Chicago Subdivision, between Riverdale and Harvey, Illinois. The ABS system was suspended on August 14, 2001, due to a derailment.

The reason given for the proposed change is that the ABS system impedes train operations on Track Numbers 3 and 4. Due to the congestion in the area from the Intermodal facility, GTW, Harvey Yard, IHB, CSX, and Cook County Lumber, cars are continually stored and interchanged in this area.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, including a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by docket number FRA–2007–27762 and may be submitted by one of the following methods:

- Web site: http://dms.dot.gov. Follow the instructions for submitting comments on the DOT electronic site;
 - Fax: 202-493-2251;
- Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590– 0001; or
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at http://dms.dot.gov.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477—78) or you may visit http://dms.dot.gov.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position in a written statement, an application may be set for public hearing.

Issued in Washington, DC, on May 2, 2007. **Grady C. Cothen, Jr.,**

Deputy Associate Administrator for Safety Standards and Program Development.
[FR Doc. E7–9030 Filed 5–9–07; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

[Docket Number FRA-2007-27767]

Applicant: Marquette Rail, LLC, Mr. Donald J. Davis, Roadmaster, 5550 West First Street, Ludington, Michigan 49431.

Marquette Rail, LLC seeks approval of the proposed discontinuance and removal of the interlocked signal system on the Manistee River moveable bridge, Milepost CBA 113.5, on the Manistee Subdivision near Manistee, Michigan. The proposed changes include the permanent elimination of the two controlled signals, the replacement of the power-operated switches at the derail locations with hand throw switches, and the display of permanent red signals.

The reason given for the proposed changes is to eliminate the costly upkeep and maintenance of the equipment and place a person on the site to visually inspect the operation of all equipment each time a train crosses.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, including a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by Docket Number FRA–2007–27767 and may be submitted by one of the following methods:

- Web site: http://dms.dot.gov. Follow the instructions for submitting comments on the DOT electronic site;
 - *Fax:* 202–493–2251;
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590– 0001; or
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington,

SCH No.		

NOTICE OF PREPARATION

To: AGENCIES, ORGANIZATIONS, AND INTERESTED PARTIES

From: California Department of

Transportation, District 8

464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

Subject:

Notice of Preparation of a Draft Environmental Impact Report

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

Project Title: State Route 58 Kramer Junction Expressway Project

Project Location: State Route 58 (SR-58) in San Bernardino County, California, between the Kern/San Bernardino County line and a point 12.9 miles east. The project would take place entirely within San Bernardino County and is centered on Kramer Junction, where SR-58 intersects with US-395 west of the City of Barstow (Attachment A).

Project Description: The proposed project would involve widening and realignment of SR-58 Kramer Junction Expressway from two to four lanes. This will be a gap closure project (Attachment B).

This notice is to inform you that the California Department of Transportation District 8 will be the lead agency and will prepare a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project identified above. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR/EIS prepared by our agency when considering your permit or other approval for the project.

The project location, project description, and potential environmental effects of the proposed action are described in Attachments A, B, and C.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please direct your response to Marie Petry (Telephone 909/383-6379) at the address shown above. Please provide us with the name for a contact person in your agency.

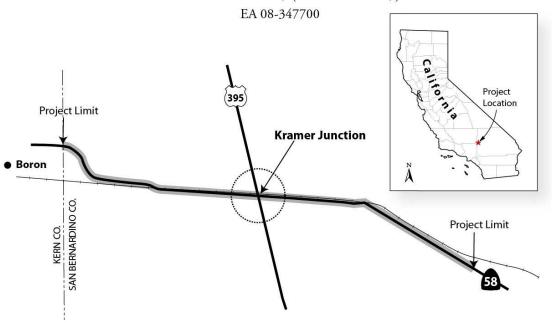
Date	5/7/07	Signature ₋	Thane	ret
		•	•	

Title Senior Environmental Planner

ATTACHMENT A: PROJECT LOCATION

State Route 58 Kramer Junction Expressway Project

Kilometer Post 0.0/20.9 (Post Mile 0.0/12.9)



ATTACHMENT B: PROJECT DESCRIPTION

State Route 58 Kramer Junction Expressway Project

The Federal Highway Administration (FHWA), in cooperation with the California Department of Transportation District 8, proposes to widen and realign State Route 58 (SR-58) Kramer Junction Expressway from two lanes to four lanes between the Kern/San Bernardino County line and a point 12.9 miles east on SR-58.

The 13-mile long project would take place entirely within San Bernardino County and is centered on Kramer Junction, where SR-58 intersects with US-395 west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close this gap. The existing two-lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an overhead crossing of the Burlington Northern Santa Fe (BNSF) railroad west of that intersection, and numerous uncontrolled at-grade driveway and street access points. There is also an at-grade railroad crossing on US-395 north of the SR-58/US-395 intersection that slows traffic and contributes to accidents when traffic backs up during train crossings. SR-58 is a major east-west transportation corridor with a high percentage of truck traffic transporting goods in and out of the state. The purpose of this project is to provide for increased separation of slow moving vehicles, to separate local and regional traffic, to reduce accidents, and to eliminate the convergence of SR-58 and US-395 traffic. The project would also provide congestion relief and improve traffic operations and access to local services.

A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, and D) will be evaluated. All three build alternatives would increase capacity and be reclassified from a conventional highway to an expressway. Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment. Alternative D would be a realignment south of the existing highway.

Furthermore, construction of a new freeway-to-freeway interchange where SR-58 intersects with US-395 is proposed for Alternatives B, C, and D. This new interchange would have to span the existing at-grade railroad under Alternatives B and C, but this would not be necessary under Alternative D because the new interchange is far enough south of the railroad. In addition, Alternatives B and D would include a second grade separation (overhead) structure to span the railroad further east and west, respectively, of the proposed SR-58/US-395 interchange.

ATTACHMENT C: ENVIRONMENTAL CHECKLIST

State Route 58 Kramer Junction Expressway Project

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In cases where a potentially significant impact has been identified, background studies and further evaluation will be conducted to make a more conclusive determination.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS Would the project:a) Have a substantial adverse effect on a scenic vista?		X		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?			X	

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	X			
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	X			
V. CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to \$15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			
VI. GEOLOGY AND SOILS Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. HAZARDS AND HAZARDOUS MATERIALS –				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?		X		
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Less Than

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?		X		
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?		X		
X. MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XI. NOISE –				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		X		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?		X		
XII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X
XIV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

NATIONAL MANAGEMENT AND A STATE OF THE STATE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	



STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT DIRECTOR

Notice of Preparation

May 8, 2007

To:

Reviewing Agencies

Re:

State Route 58 Kramer Junction Expressway Project

SCH# 2007051051

Attached for your review and comment is the Notice of Preparation (NOP) for the State Route 58 Kramer Junction Expressway Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Marie Petry
California Department of Transportation, District 8
464 W. 4th Street, 6th Floor, MS 821
San Bernardino, CA 92401-1400

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan

Project Analyst, State Clearinghouse

Attachments cc: Lead Agency

Document Details Report State Clearinghouse Data Base

SCH# 2007051051

State Route 58 Kramer Junction Expressway Project **Project Title**

Lead Agency Caltrans #8

> Type NOP Notice of Preparation

The Federal Highway Administration (FHWA), in cooperation with the California Department of Description

Transportation District 8, proposes to widen and realign State Route 58 (SR 58) Kramer Junction Expressway from two lanes to four lanes between the Kern / San Bernardino County line and a point 12.9 miles east on SR-58. The 13-mile long project would take place entirely within San Bernardino County and is centered on Krammer, Junction, where SR-58 intersects with US-395 west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close the

Fax

Lead Agency Contact

Marie Petry Name

California Department of Transportation, District 8 Agency

(909) 383-4808 Phone

email

464 W. 4th Street, 6th Floor, MS 821 Address

State CA Zip 92401-1400 City San Bernardino

Project Location

San Bernardino County

> City **Barstow**

Region

Cross Streets

Parcel No.

Base Section Range Township

Proximity to:

Highways

Airports

Railways

Waterways

Schools

Land Use

Project Issues

Reviewing Agencies

Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Native American Heritage Commission; Department of Fish and Game, Region 6;

State Lands Commission; California Highway Patrol; Caltrans, District 8; Air Resources Board,

Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Bd.,

Region 6 (Victorville)

Date Received 05/08/2007

Start of Review 05/08/2007

End of Review 06/06/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

OP Distribution List		County: San Berriarand	VICTURED SCH#	
ources Agency		Public Utilities Commission Ken Lewis		Regional Water Quality Control Board (RWQCB)
Resources Agency Nadell Gayou	Robert Floerke	Santa Monica Bay Restoration Guangyu Wang	Gayle Rosander	RWQCB 1
Dept. of Boating & Waterways David Johnson	Fish & Game Region 4 Julie Vance	Jean Sarino	Caltrans, District 10 Tom Dumas	Cathleen Hudson North Coast Region (1)
California Coastal Commission	Fish & Game Region 5 Don Chadwick Habitat Conservation Program	Tahoe Regional Planning Agency (TRPA) Cherry Jacques	Caltrans, District 11 Mario Orso	Environmental Document
Elizabeth A. Fuchs Colorado River Board	Fish & Game Region 6 Gabrina Gatchel	Business, Trans & Housing	Caltrans, District 12 Bob Joseph	San Francisco Bay Region (2)
Gerald R. Zimmerman	Habitat Conservation Program	Caltrans - Division of	<u>Cal EPA</u>	Central Coast Region (3)
Dept. or conservation Roseanne Taylor	Fish & Game Region 6 I/M Gabrina Getchel	Aeronautics Sandy Hesnard	Air Resources Board	RWQCB 4 Teresa Rodgers
California Energy Commission	Inyo/Mono, Habitat Conservation Program	Caltrans - Planning Terri Pencovic	Airport Projects Jim Lerner	Los Angeles Region (4) RWQCB 5S
Paul Kichins Dept. of Forestry & Fire	J Dept. of Fish & Game M George Isaac	California Highway Patrol Shirlev Kellv	Transportation Projects Ravi Ramalingam	Central Valley Region (5)
Protection Allen Robertson	Marine Kegion	Office of Special Projects	Industrial Projects	Central Valley Region (5)
Office of Historic	Other Departments	Housing & Community Development	Mike Tollstrup	Fresno Branch Office
Preservation Wayne Donaldson	Food & Agriculture Steve Shaffer	Lisa Nichols Housing Policy Division	California Integrated Waste	Central Valley Region (5) Redding Branch Office
Dept of Parks & Recreation	Dept. of Food and Agriculture		Management Board Sue O'Leary	RWOCB 6
Environmental Stewardship Section	Depart. of General Services Public School Construction	Dept. of Transportation	State Water Resources Control	Lahontan Region (6)
Reclamation Board DeeDee Jones	Dept. of General Services Robert Sleppy	Caltrans, District 1	Regional Programs Unit Division of Financial Assistance	Lahontan Region (6) Victorville Branch Office
S.F. Bay Conservation &	Environmental Services Section	Kex Jackman		BWOCB 7
Dev't. Comm. Steve McAdam	Dept. of Health Services Veronica Malloy	Marcelino Gonzalez	State Water Resources Control Board	Colorado River Basin Region (7)
Dept. of Water Resources	Dept. of Health/Drinking Water	Caltrans, District 3 Jeff Pulverman	Student Intern, 401 Water Quality Certification Unit	RWQCB 8 Santa Ana Region (8)
Nadell Gayou	Independent Commissions, Boards	Caltrans, District 4	State Water Resouces Control Board	RWQCB 9
	Delta Protection Commission	Tim Sable	Steven Herrera Division of Water Rights	san Diego Region (9)
Conservancy	Debby Eddy	Caltrans, District 5 David Murray	Dept. of Toxic Substances Control	
ı and Game	Untice of Emergency Services Dennis Castrillo	Caltrans, District 6	CEOA Tracking Center	Other
Depart. of Fish & Game Scott Flint Environmental Services Division	Governor's Office of Planning & Research State Clearinghouse	Caltrans, District 7 Cheryl J. Powell	Leparment of Pesticide Regulation	
Fish & Game Region 1 Donald Koch	Native American Heritage Comm.			Last Updated on 01/11/07
Fish & Game Region 1E Laurie Hamsberger	Debbie Treadway			

Appendix B Scoping Notices

Contents

Scoping Meeting Notice (English and Spanish)

Newspaper Notice (English and Spanish)

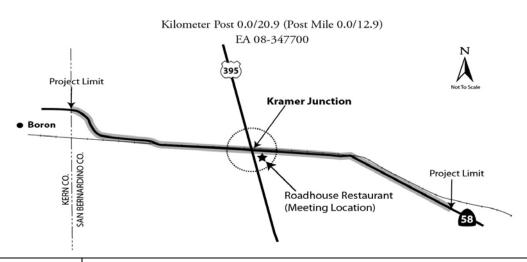
SCOPING MEETING



State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement



WHAT'S BEING PLANNED The California Department of Transportation (CALTRANS) in conjunction with the Federal Highway Administration (FHWA) proposes to construct a four-lane expressway on State Route 58 in San Bernardino County, between the Kern/San Bernardino county line and a point 12.9 miles east on SR-58. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close this gap. The existing two-lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an at-grade railroad crossing on US-395 north of that intersection, and numerous uncontrolled at-grade driveway and street access points. A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, D) will be evaluated in an environmental impact report/environmental impact statement (EIR/EIS). Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment. Alternative D would be a realignment south of the existing highway. All three build alternatives include a new freeway-to-freeway interchange where SR-58 intersects with US-0395. Under Alternatives B and C, the new interchange would span the at-grade railroad; but this would not required under Alternative D because it is far enough south of the at-grade railroad crossing.

WHY THIS AD?

To notify you that a SCOPING MEETING is being held and to give you the opportunity to provide input on the purpose and need for the project, the alternatives being considered, and issues to be addressed in the EIR/EIS, which will evaluate the effects this project may have on the environment. The scoping meeting will be an "open house" format where people can come anytime between 4:00-7:00 p.m. to obtain information and ask questions about the project and the EIR/EIS process. Representatives from Caltrans and their EIR/EIS consultant will be present. You are encouraged to provide comments at the scoping meeting or by returning the enclosed comment form. The comment period is May 11, 2007 through June 21, 2007.

WHEN AND WHERE

Date: Thursday, June 21, 2007. Time: 4:00 p.m. to 7:00 p.m.

Location: Roadhouse Restaurant (6158 State Route 58, Kramer Junction, CA)

Under the Americans with Disabilities Act of 1990, CALTRANS will provide documentation in alternate formats to individuals with disabilities. To obtain such services, please contact the District 8 Office of Public Affairs at (909) 383-4631. TDD users may contact the California Relay Service TDD line at 1-800-835-0373 or the District 8 TTY at (909) 383-6300.

WHERE YOU COME IN

CALTRANS would like your input on the project purpose and need, project alternatives, and issues to be addressed in the EIR/EIS. Please submit your comments in writing at the Scoping Meeting or mail them so they are received no later than June 21, 2007, to Marie Petry at the "Contact" address below. If you want to receive additional information about the project and EIR/EIS, you must notify Marie Petry at the address below.

CONTACT

Marie Petry, Environmental Studies Branch, 464 W. 4th Street, 6th floor, MS 821, San Bernardino, CA, 92401-1400;. Marie_Petry@dot.ca.gov. The District 8 Office of Public Affairs Office may be contacted at (909) 383-4630 or by email at www.dot.ca.gov/dist8.

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Additional Project Information

State Route 58 Kramer Junction Expressway Project

Proposed Project. The Federal Highway Administration (FHWA) and the California Department of Transportation District 8 propose to widen and realign State Route 58 (SR-58) Kramer Junction Expressway from two lanes to four lanes between the Kern/San Bernardino County line and a point 12.9 miles east on SR-58. The 13-mile long project would take place entirely within San Bernardino County and is centered on Kramer Junction, where SR-58 intersects with US-395, west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close this gap. The existing two-lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an overhead crossing of the Burlington Northern Santa Fe (BNSF) railroad west of that intersection, and numerous uncontrolled at-grade driveway and street access points. There is also an at-grade railroad crossing on US-395 north of the SR-58/US-395 intersection that slows traffic and contributes to accidents when traffic backs up during train crossings. SR-58 is a major east-west transportation corridor with a high percentage of truck traffic transporting goods in and out of the state.

A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, and D) will be evaluated. All three build alternatives would increase capacity and be reclassified from a conventional highway to an expressway. Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment. Alternative D would be a realignment south of the existing highway. Construction of a new freeway-to-freeway interchange where SR-58 intersects with US-395 is proposed for Alternatives B, C, and D. This new interchange would have to span the existing at-grade railroad under Alternatives B and C, but this would not be necessary under Alternative D because the new interchange is far enough south of the railroad. In addition, Alternatives B and D would include a second grade separation (overhead) structure to span the railroad further east and west, respectively, of the proposed SR-58/US-395 interchange.

Project Background. SR 58 was adopted into the State Highway System in 1919 and was first paved in the late 1930s. SR 58 is a major east-west transportation corridor and is part of the State Interregional Road System, providing intrastate travel between State Route 101 on the west and Interstate 15 on the east and interstate travel for transporting goods in and out of the state. State and local officials have long advocated the need to construct a four-lane roadway between the San Bernardino County line and the City of Barstow. In 1980, the 16th Senatorial District and 34th Assembly District co-authored a resolution requesting Caltrans to "expeditiously proceed" with the widening of SR 58. In the mid-1980s, a State Transportation Improvement Plan (STIP) adopted by the California Transportation Commission (CTC) designated that entire segment as a study area for a four-lane roadway. The CTC also approved funding for the first 17.5 kilometers (10 miles) of a four-lane expressway east of the county line, including Kramer Junction and most of the proposed project area. To avoid the potential community impacts to Kramer Junction, the funding was re-directed for construction of a four-lane expressway east of the proposed project area (from post mile 12.9 to 22.7), and that project was completed in the early 1990s. The proposed project would bridge the two-lane gap between the four-lane freeway ending at the Kern-San Bernardino County line (post mile 0.0) and the completed four-lane expressway beginning at post mile 12.9. In 1991, an informal public map showing was held at Kramer Junction. In 2002, a public information meeting was held at Kramer Junction to provide information regarding the four-lane expressway project design. In May 2007. FHWA and Caltrans filed federal and state notices that an environmental impact report/environmental impact statement (EIR/EIS) is being prepared to evaluate the potential environmental effects of the proposed project.

Project Purpose and Need. The purpose of this project is to provide for increased separation of slow moving vehicles, to separate local and regional traffic, to reduce accidents, and to eliminate the convergence of SR-58 and US-395 traffic. Identified needs for the project include the following.

- 1) Congestion Relief. The two-lane segment within the proposed project limits operates at a Level of Service (LOS) D and traffic projections indicate it will fall to LOS F by design year (include updated information if have and indicate years). LOS is the term used to classify traffic flow with LOS A representing free traffic flow with no delays and LOS F representing heavily congested traffic and considerable delays.
- 2) Accident Reduction. The injury and fatal accident rates within the project limits are almost twice that of similar highways, and the non-injury accident rate is more than twice that of similar highways.
- 3) Improved traffic operation. The at-grade driveways and intersections, a traffic signal, and an at-grade railroad crossing generate costly delays for the current 35% daily average of commercial truck traffic, as well as for private vehicle use.
- 4) Improved access to local services. Heavy congestion and at-grade connections create difficulty for traffic entering and existing roadside businesses.



State Route 58 Kramer Junction Expressway Project

SCOPING COMMENTS



State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more re	oom for your comments)	Date
Purpose and Need for the Proj	ect	
Project Alternatives Under Con	nsideration	
Issues/Resource Areas to be A	ddressed in Environmental Impac	ct Statement/Report_
Other leaves (Company Alexandre	the Danie at	
Other issues/Concerns About i	:ne Project	
	ditional information about the proje	if you provided comments or if you want to remain oject and the EIR/EIS. Return this form or email
Name:		
Agency/Affiliation/Interest:		
Street Address or PO Box:		
City, State, Zip Code:		
Return to:	California Department of Transp	sportation, District 8
	Attn: Marie Petry, Environmental 464 W. 4 th Street, 6 th Floo	al Studies Branch or, MS 821

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Comments due by June 21, 2007

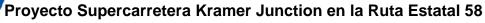
PLEASE FOLD ALONG THIS LINE FOR MAILING

Caltrans District 8 Marie Petry 464 W 4th Street, 6th Floor San Bernardino, CA 92401-1400

Place Stamp Here

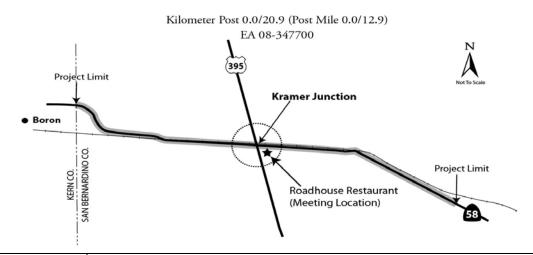
California Department of Transportation, District 8 Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

REUNIÓN INFORMATIVA PÚBLICA









QUÉ SE ESTÁ PLANEANDO

Caltrans

El Departamento de Transportación del Estado de California (CALTRANS) en conjunto con la Administración Federal de Carreteras (FHWA) propone construir una supercarretera de cuatro carriles en la Ruta Estatal 58 (SR-58) en el Condado de San Bernardino, entre la línea de los condados Kern/San Bernardino y un punto a 12.9 millas al este sobre la SR-58. Actualmente, esta sección de SR-58 es una carretera en medio de una autopista de cuatro carriles al oeste y una supercarretera de cuatro carriles al este. El proyecto propuesto cerraría este paso. El segmento en existencia incluye un cruce de caminos al nivel con semáforo en SR-58/US-395 (Kramer Junction), y cruce de ferrocarril al nivel en la US-395 al norte de este cruce, y numerosos caminos particulares al nivel y accesos a calles no controlados. En este momento una alternativa preferida no ha sido seleccionada. Una Alternativa de No Construir (Alternativa A) y tres Alternativas de Construcción (Alternativas B, C, D) serán evaluadas en un reporte sobre el impacto al medioambiente/declaración del impacto al medioambiente (EIR/EIS). La Alternativa B sería una realineación al norte de la carretera en existencia. La Alternativa C en general sería por la alineación de la carretera en existencia. La Alternativa D sería una realineación al sur de la carretera en existencia. Todas las alternativas de construcción incluyen un nuevo cruce de carretera-a-carretera donde SR-58 cruza con US-0395. Bajo las Alternativas B y C, el nuevo cruce pasaría por la vía férrea al nivel; pero eso no sería requerido bajo la Alternativa D porque está situado más al sur del cruce de ferrocarril al nivel.

¿POR QUÉ ESTE ANUNCIO?

Para notificarles que va a haber una REUNIÓN INFORMATIVA PÚBLICA y para darles la oportunidad de proveer opiniones acerca del propósito y necesidad del proyecto, las alternativas que se están considerando, y los temas que se van a tocar en el EIR/EIS, lo cual va a evaluar los efectos que puedan tener este proyecto sobre el medioambiente. La reunión informativa tendrá el formato de una "casa abierta" en el cual la gente puede asistir a cualquier hora entre las 4:00 a 7:00 p.m. para obtener información y hacer preguntas acerca del proyecto y el proceso del EIR/EIS. Representantes de Caltrans y su consultante del EIR/EIS estarán presentes. Se les pide a ustedes sus comentarios en la reunión informativa o al entregar la forma de comentarios incluida aquí. El período para dar comentarios es del 11 de mayo, 2007 al 21 de junio, 2007.

DÓNDE Y CUÁNDO

Fecha: Jueves, 21 de junio, 2007. Horario: 4:00 p.m. a 7:00 p.m.

Lugar: Roadhouse Restaurant (6158 State Route 58, Kramer Junction, CA)

Bajo la Ley sobre Estadounidenses con Discapacidades del 1990, CALTRANS proveerá documentación en formatos alternativos para individuos con discapacidades. Para obtener tales servicios, favor de ponerse en contacto con el District 8 Office of Public Affairs (Oficina de Asuntos Públicos del Distrito 8) al (909) 383-4631. Usuarios del TDD se pueden poner en contacto con la línea TDD del California Relay Service al 1-800-835-0373 o el Distrito 8 TTY al (909) 383-6300.

¿CUÁL ES SU PARTICIPACIÓN?

CALTRANS desea sus opiniones sobre el propósito y necesidad del proyecto, las alternativas del proyecto, y los temas que se van a tocar en el EIR/EIS. Favor de entregar sus comentarios por escrito en la Reunión Informativa o por correo para que se reciban, a más tardar, antes del 21 de junio, 2007. Atte: Marie Petry a la dirección de "Contactos" notada abajo. Si usted desea recibir información adicional sobre el proyecto y el EIR/EIS, debería de notificar a Marie Petry. a la dirección notada abajo.

CONTACTOS

Marie Petry, Environmental Studies Branch, 464 W. 4th Street, 6th floor, MS 821, San Bernardino, CA, 92401-1400;. Marie_Petry@dot.ca.gov. Se puede poner en contacto con la Oficina de Asuntos Públicos del Distrito 8 al (909) 383-4630 o por correo electrónico al www.dot.ca.gov/dist8.

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Información Adicional acerca del Proyecto

Proyecto Supercarretera Kramer Junction en la Ruta Estatal 58

Proyecto Propuesto. La Administración Federal de Carreteras (FHWA) y el Distrito 8 del Departamento de California de Transportación proponen ampliar y realinear la Ruta Estatal 58 (SR-58) Supercarretera Kramer Junction de dos carriles a cuatro carriles entre la línea de los condados Kern/San Bernardino y un punto a 12.9 millas al este sobre la SR-58. El proyecto de 13 millas tomará lugar totalmente dentro del Condado de San Bernardino y está centrado en Kramer Junction, donde SR-58 cruza con US-395, al oeste de la Cuidad de Barstow. Actualmente, esta sección de SR-58 es una carretera de dos carriles en medio de una autopista de cuatro carriles al oeste y una supercarretera de cuatro carriles al este. El proyecto propuesto cerraría este paso. El segmento de dos carriles en existencia incluye un cruce de caminos al nivel con semáforo al SR-58/US-395 (Kramer Junction), un cruce elevado del ferrocarril Burlington Northern Santa Fe (BNSF) al oeste de ese cruce, y numerosos caminos particulares al nivel y accesos a calles no controlados. Hay también un cruce de ferrocarril al nivel en la US-395 al norte del cruce de SR-58/US-395 que causa reducción de velocidad del tráfico y que contribuye a los accidentes cuando el tráfico se detiene a la hora que están pasando trenes. SR-58 es un corredor principal de transportación del este-oeste con un alto porcentaje de tráfico de camiones que transportan cargas dentro y fuera del estado.

En este momento una alternativa preferida no ha sido seleccionada. Van a ser evaluadas una Alternativa de No Construir (Alternativa A) y tres Alternativas de Construcción (Alternativas B, C, y D). Las tres alternativas de construcción aumentarían la capacidad y la carretera sería reclasificada de carretera convencional a una supercarretera. La Alternativa B sería una realineación al norte de la carretera actualmente en existencia. La Alternativa C sería generalmente por la alineación de la carretera actualmente en existencia. La Alternativa D sería una realineación al sur de la carretera actualmente en existencia. Para las Alternativas B, C, y D se propone construir un nuevo cruce de autopista-a-autopista donde SR-58 cruza con US-395. Bajo las Alternativas B y C este nuevo cruce tendría que pasar por el cruce de ferrocarril al nivel actualmente en existencia; pero no sería necesario bajo la Alternativa D porque el nuevo cruce está bastante al sur de la vía férrea. Adicionalmente, las Alternativas B y D incluirían una estructura de separación de segundo grado (elevada) para cruzar la vía férrea más al este y al oeste, respectivamente, del cruce propuesto de SR-58/US-395.

Historia del Proyecto. SR 58 fue adoptada al Sistema de Carreteras Estatales en el 1919 y fue pavimentada por primera vez al final de los años 1930. SR 58 es un corredor principal del este-oeste y es parte del Sistema de Caminos Inter-regionales del Estado, proveyendo movimiento dentro del estado entre la Ruta Estatal 101 al oeste y la Interestatal 15 al este, y movimiento interestatal para transportar cargas dentro y fuera del estado. Oficiales locales y del estado han abogado durante mucho tiempo la necesidad de construir un camino de cuatro carriles entre la línea del Condado de San Bernardino y la Cuidad de Barstow. En 1980, el Distrito del Senado 16, y el Distrito de la Asamblea 34 colaboraron al escribir una resolución pidiendo a Caltrans que procedieran expeditamente con la ampliación de la SR 58. En medio de los años 1980, un Plan Para Mejorar la Transportación en el Estado (STIP) fue adoptado por la Comisión de Transportación de California (CTC) designando ese segmento en su totalidad como un área de estudio para un camino de cuatro carriles. La CTC también aprobó fondos para los primeros 17.5 kilómetros (10 millas) de una supercarretera de cuatro carriles al este de la línea del condado, incluyendo Kramer Junction y la mayoría del área del proyecto propuesto. Para evitar impactos potenciales a la comunidad de Kramer Junction, los fondos fueron re-dirigidos para la construcción de una supercarretera de cuatro carriles al este del área del proyecto propuesto (desde la milla de poste 12.9 a 22.7), y ese proyecto se concluyó al principio de los años 1990. El proyecto propuesto abarcaría el segmento de dos carriles entre la autopista de cuatro carriles que se termina en la línea de los condados Kern-San Bernardino (milla de poste 0.0) y la supercarretera de cuatro carriles que fue completada y la cual empieza en la milla de poste 12.9. En el 1991, una reunión informal para mostrar un mapa público se llevó a cabo en Kramer Junction. En 2002, se llevó a cabo en Kramer Junction una reunión informativa pública para proveer información acerca del diseño del proyecto de la supercarretera de cuatro carriles. En mayo 2007, FHWA y Caltrans sometieron avisos federales y estatales que un reporte sobre el impacto al medioambiente/declaración del impacto al medioambiente (EIR/EIS) se estaba preparando para evaluar los efectos potenciales al medioambiente causados por el proyecto propuesto.

Propósito y Necesidad del Proyecto. El propósito del proyecto es proveer un aumento de separación entre vehículos que se mueven a baja velocidad, para separar el tráfico local y regional, para reducir el número de accidentes, y para eliminar la convergencia de tráfico de la SR-58 y la US-395. Necesidades identificadas para el proyecto incluyen lo siguiente.

- 1) Aliviar Congestionamineto. El segmento de dos carriles dentro de los límites del proyecto propuesto se opera al Nivel de Servicio (LOS) D y proyecciones del tráfico indican que caerá al LOS F para el año del diseño (incluyendo información adicional corriente y los años indicados). LOS es el término que se usa para clasificar el flujo de tráfico con LOS A representando tráfico con flujo libre y sin demoras y LOS F representando tráfico pesado y congestionado con demoras considerables.
- 2) Reducción de Accidentes. Las tasas de accidentes con lesiones o fatalidades dentro del límite del proyecto son casi el doble de las tasas en carreteras similares, y la tasa de accidentes sin lesiones es más del doble de la tasa en carreteras similares.
- 3) Mejorar la Operación del Tráfico. Los caminos particulares al nivel y los cruces, un semáforo, y un cruce de ferrocarril al nivel generan demoras costosas para los camiones comerciales que actualmente representan un promedio de 35% del tráfico diario, igual como para los vehículos de uso privado.
- 4) Mejor Acceso a Servicios Locales. Congestión pesada y conexiones al nivel crean dificultades para el tráfico que entra y sale de los negocios al lado de la carretera.



State Route 58 Kramer Junction Expressway Project

COMENTARIOS PÚBLICOS



Proyecto Supercarretera Kramer Junction en la Ruta Estatal 58 Reporte del impacto al medioambiente/Declaración del impacto al medioambiente



Sus Comentarios		Fecha
(Adjunte papel extra si necesita más	lugar para sus comentarios)	
Propósito y Necesidad del Pr	oyecto	
Alternativas del Proyecto Baj	o Consideración	
Temas/Áreas de Recurso Qu	e Serán Tocados en la Declaración/	Reporte del Impacto al Medioambiente
Otros Temas/Preocupacione	s Acerca del Proyecto	
		_
comentarios o si quiere segu		liación, y su dirección si nos ha proveído adicional acerca del proyecto y el EIR/EIS. nico a la dirección notada abajo.
Nombre:		
Agencia/Afiliación/Interés:		
Dirección o Apartado Postal:		
Cuidad, Estado, Código Post	al:	· · · · · · · · · · · · · · · · · · ·
Envíe a:	California Department of Transport	ation, District 8

Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Los comentarios deben de ser recibidos antes del 21 de iunio. 2007

PLEASE FOLD ALONG THIS LINE FOR MAILING

Caltrans District 8 Marie Petry 464 W 4th Street, 6th Floor San Bernardino, CA 92401-1400

Place Stamp Here

California Department of Transportation, District 8 Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

Newspaper Notice (English and Spanish)

Scoping Meeting Notices were placed in the following local newspapers.

- Press Dispatch (Sunday combination newspaper for the Desert Dispatch and Daily Press)—English and Spanish notices
- Mojave Desert News (weekly paper)—English and Spanish notices
- El Mojave (weekly Spanish language newspaper)—Spanish notice

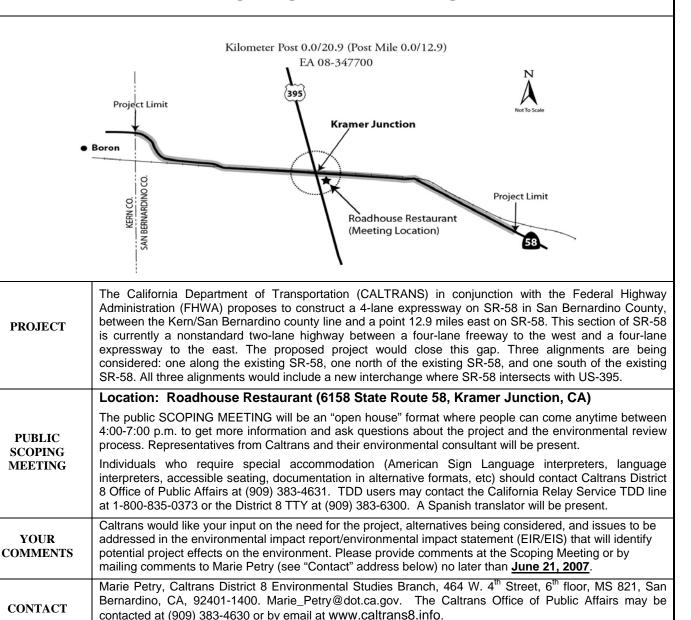


PUBLIC SCOPING MEETING June 21, 2007, 4:00-7:00 p.m.



State Route 58 Kramer Junction Expressway Project

Environmental Impact Report/Environmental Impact Statement





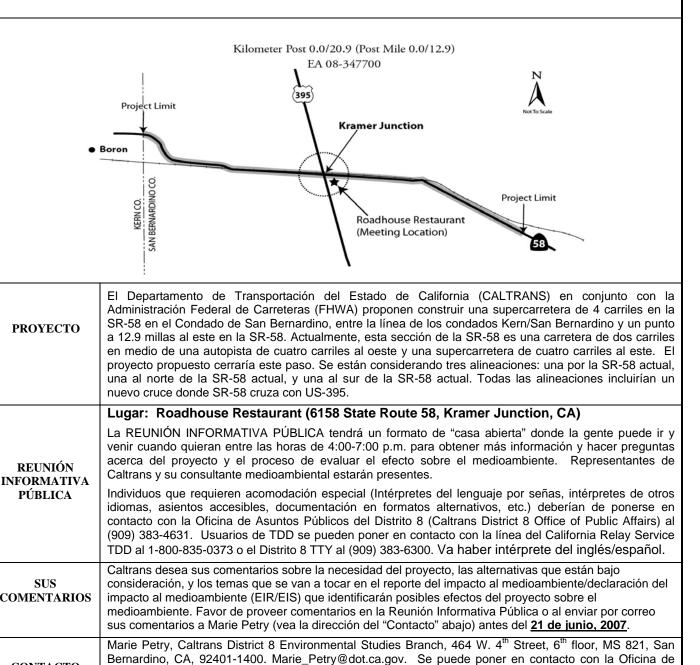
CONTACTO

REUNIÓN INFORMATIVA PÚBLICA 21 de junio, 2007, 4:00-7:00 p.m.



Proyecto Supercarretera Kramer Junction en la Ruta Estatal 58

Reporte del impacto al medioambiente/Declaración del impacto al medioambiente



Caltrans de Asuntos Públicos al (909) 383-4630 o por correo electrónico al www.caltrans8.info.

Appendix C Scoping Meeting Materials

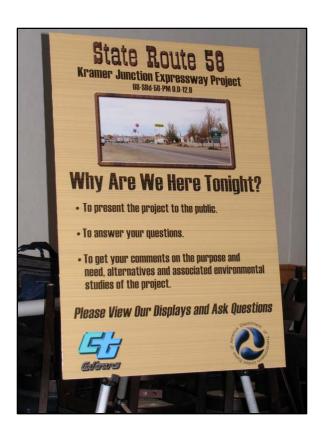
Contents

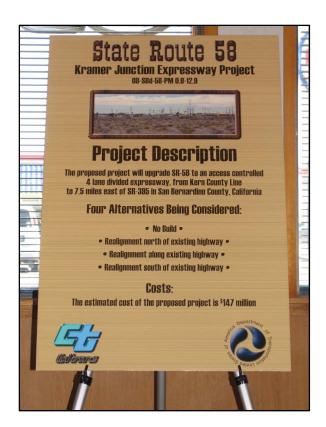
Display Boards

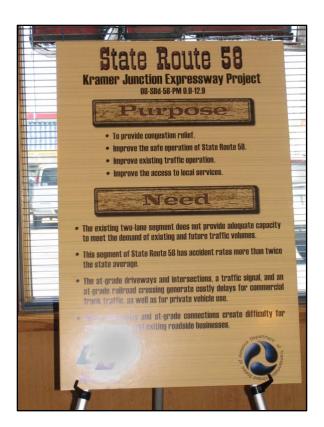
Photographs

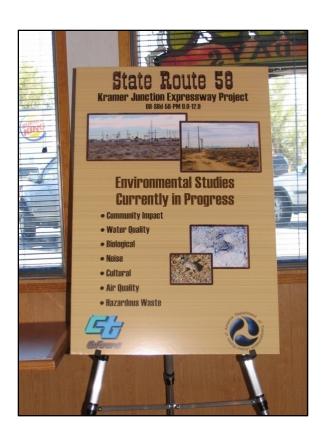
Attendance Sign-In Sheet

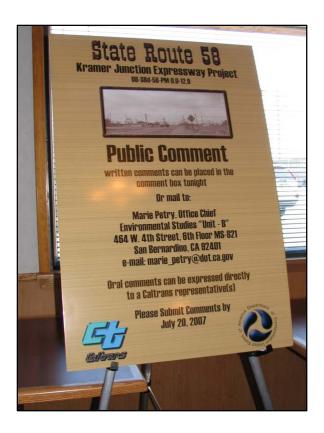




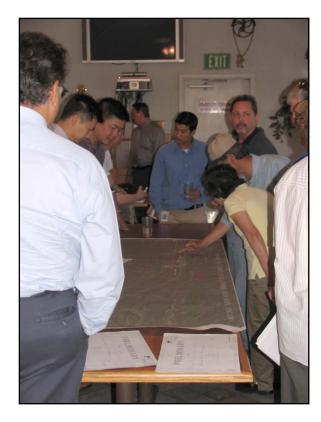






























(print clearly)

Caltrars
DISTRICT 8

Name Affiliation **Mailing Address** How did you hear about the meeting? Email PROPERTY BOX 914 72 APINASICO Newspaper ad Meeting notice/mailer OWNER Agency representative Other: SBC GLOBAL . NE Meeting notice/mailer Newspaper ad Agency representative Other: San Angelo Dove tehello. Ca. 90640 Newspaper ad Meeting notice/mailer Agency representative Other: Newspaper ad Meeting notice/mailer SAM 05 Agency representative Other: 26965 COTE Newspaper ad Meeting notice/mailer ✓ Agency representative ___ Other: 93516 BORON CA 26965 Cote Newspaper ad Meeting notice/mailer X Agency representative Other: Newspaper ad ___ Meeting notice/mailer Agency representative Other: Newspaper ad ____Meeting notice/mailer Agency representative ___ Other:____ Mojoug Whyne. 0150 h Newspaper ad Meeting notice/mailer > Agency representative ___ Other: CAltrans Newspaper ad Meeting notice/mailer Agency representative ___ Other: Newspaper ad Meeting notice/mailer Agency representative ___ Other: IN-LINE 3248 E.S. Huy 58 RHWY 58 enstren Newspaper ad Meeting notice/mailer LABOUR JOME OWNER Agency representative ___ Other: ON EXCHINS Y

Roadhouse Restaurant 6158 State Route 58, Kramer Junction

Welcome! Please sign in.
58 Kramer Junction Expressway Project
EIR/EIS Scoping Meeting
(print clearly)



Name	Affiliation	Mailing Address	Email	How did you hear about the meeting?
MERELE Chapman	Orutielly Trave	T 2825 F. Tahquity From	Digen Springs A	Newspaper ad Meeting notice/mailer Newspaper ad Other:
Il my Sand		Styl Dasis. Ru	Weshmentler Se	Newspaper ad Meeting notice/mailer Agency representative Other:
Connie Page.	STRONG R.E.	27704 CARMICHAELST	Connie27704c	Newspaper ad Meeting notice/mailer Agency representative Other:
Shelling Jagn	Kansas Dept Transportation	27764 CARMICHAELST Apple Valley 19: n 11684 ASK Street	180 Fleriagaha	Newspaper ad Meeting notice/mailer Agency representative Other:
NANCY JACKSON	Southern CALIE Edison	12353 HESPERIA RI Victorville, CAZ 92395	nancy jacks No Sce. com	Newspaper ad Meeting notice/mailer Agency representative Other:
LOD Y. CHANG		278 S. ROOSEVELT AVE PASADENA CA 91101		Newspaper ad Meeting notice/mailer Agency representative Other:
KEUM CHANG		same attve		Newspaper adMeeting notice/mailer Agency representative Other:
RAMON INFANTE Auto computuax	Repairs shop ower	8711, 15 4me a Littlerock (A 93843		Newspaper ad Meeting notice/mailer Agency representative Other:
JAMES WELLING	DOW MARCIN	93521 1775 1-(4) 58 MOJHVE		Newspaper ad Meeting notice/mailer Agency representative Other:
GREG SMOAK	MAP	BARSTOW, CA 92311		Newspaper ad Meeting notice/mailer Agency representative Other:
PAUL + LOLENE	()	15. PALMONE CH 9355	FTO PLATES a) AOL, COM	Newspaper ad Meeting notice/mailer Agency representative Other:
Michelle Roque	Caltrans Rh	/	k	Newspaper adMeeting notice/mailer Agency representative Other:

Roadhouse Restaurant 6158 State Route 58, Kramer Junction

Welcome! Please sign in. 58 Kramer Junction Expressway Project EIR/EIS Scoping Meeting (print clearly)



Name	Affiliation	Mailing Address	Email	How did you hear about the meeting?
JOSOPH W.	THE BRADEO COMPANIES	PO. BOX 2710 U, GONVILE CO. 92393-2)10	JBRAdy e The BRAdio	Newspaper ad Meeting notice/mailer Agency representative Other:
Dreice and Bai	ikau	41463 Corneso Rd BORON, CA 93516	bNBbAKEV_ FOCK	Newspaper ad Meeting notice/mailer Agency representative Other:
Paul Ng	property	12098 Marengo ave Alhambra, CA 91803	Png582001 @gha.	Newspaper ad Meeting notice/mailer Agency representative Other:
DEA WILL BY	lou owner	6205 Beechwood 14 1+14 Loma C491701	Okamifatsu O Hofmail. Cun	Newspaper ad Meeting notice/mailer Agency representative Other:
Oil Pois	KranopTu	5255 NWY58	illingarices Earthint, nex	Newspaper ad Meeting notice/mailer Agency representative Other:
Ben Bakke	Carlton Global Resource		4 0 11	Newspaper ad Meeting notice/mailer Agency representative Other:
Natal Bakk	e Dunen	12590 Sugar St Bom		Newspaper ad Meeting notice/mailer Agency representative Other:
Gail Cathour	t Dwner	27337 Anderson	0/100	Newspaper adMeeting notice/mailer Agency representative Other:
Wilton Markit	- Owner	3921 Plateon Place Estrondido Ca 92025	Odalenosbit @	Newspaper adMeeting notice/mailer Agency representative Other:
Dan Gary		46037 N. 125th St. E. Lancaster, CA. 9353	h	Newspaper ad Meeting notice/mailer Agency representative Other:
		, , . , . , . , . , . , . , . , .		Newspaper ad Meeting notice/mailer Agency representative Other:
				Newspaper ad Meeting notice/mailer Agency representative Other:

Roadhouse Restaurant 6158 State Route 58, Kramer Junction

Welcome! Please sign in.
58 Kramer Junction Expressway Project
EIR/EIS Scoping Meeting
(print clearly)



Name	Affiliation	Mailing Address	Email	How did you hear about the meeting?
Jenniter	PROPERTY	4831 King CIR.		Newspaper ad Meeting notice/mailer Agency representative Other:
LAURA LAWRENCE	FRANTOR	P.O. Box59 Helendale Ca 9234	1 ji@exitstrated	Newspaper ad Meeting notice/mailer Agency representative Other:
ELIJAH BAGHDIKIAN	PROPERTY	P.O. BOX 18371 ANAHEIM, CH 9287-8371	theare@sbcglobal.ne	Newspaper ad Meeting notice/mailer Agency representative Other:
Grag Parko	P6-12	1544 E Shaw Freszo AA 53710	GAPI PGE con	Newspaper ad Meeting notice/mailer Agency representative Other:
Jang, Sihar	mayor Box	27096 T-M-T. BD	5/6	Newspaper ad Meeting notice/mailer Agency representative Other:
Deur De	Ropowner	12556 Sugar St		Newspaper ad Meeting notice/mailer Agency representative Other:
RONALD O. BRADY	MOTAVE DESERTHENS		_	Newspaper ad Meeting notice/mailer Agency representative Other:
Barbara Prat	Property Owner	P.O. Box 626 Bron, CA 93596		Newspaper adMeeting notice/mailer Agency representative Other:
JACK PATEL	Spotist openal	BORN CP 93216		Newspaper ad Meeting notice/mailer Agency representative Other:
CONNie Ness	flouret y De	17218 MSFADNENE 7		Newspaper ad Meeting notice/mailer Other:
00 -00		13305 NORRIS AVE SYLMAR, CA 9/342-7617		Newspaper ad Meeting notice/mailer Other:
V				Newspaper ad Meeting notice/mailer Agency representative Other:

Roadhouse Restaurant 6158 State Route 58, Kramer Junction

Welcome! Please sign in. 58 Kramer Junction Expressway Project EIR/EIS Scoping Meeting (print clearly)



Name	Affiliation	Mailing Address	Email	How did you hear about the meeting?
Lorne Arrich		BKI / Ane De Boran		Newspaper ad Meeting notice/mailer Agency representative Other:
Borom GINNIS		453 Au A BARSTOW 19405 LOOKOUT PLACE		Newspaper ad Meeting notice/mailer Agency representative Other:
REX MOEN Hondery	SENATOR ROY ASHBURN	19405 LOOKOUT PLACE	Vex. moen & sen, ca. gov	Newspaper ad Meeting notice/mailer Other:
Hondan		BOVERCA 23516	M	Newspaper ad Meeting notice/mailer Agency representative Other:
				Newspaper ad Meeting notice/mailer Agency representative Other:
				Newspaper ad Meeting notice/mailer Agency representative Other:
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				Newspaper ad Meeting notice/mailer Agency representative Other:

Roadhouse Restaurant 6158 State Route 58, Kramer Junction

Appendix D Agencies and Public Officials Noticed

Appendix D Agencies and Public Officials Noticed

17th District Senator 1008 W Ave M-14, Suite G Palmdale, CA 93551

34th District Assemblyman Park Ave., Suite 470 Victorville, CA 92392

40th District Congressman 1150 Brookside Ave., #J-15 Redlands, CA 92374

Advisory Council on Historic Preservation John Fowler, Executive Director 1100 Pennsylvania Ave, NW, Suite 803 Washington, DC 20004

Air Quality Management District - Mojave Desert Eldon Heaston, Executive Director 14306 Park Avenue Victorville, CA 92392-2310

CA Air Resources Board Catherine Witherspoon, Executive Officer 1001 I Street Sacramento, CA 95814

CA Department of Fish and Game Curt Taucher, Regional Manager 3602 Inland Empire Blvd., Suite C-220 Ontario, CA 91764 CA Department of Fish and Game Ryan Brodderick, Director 1416 Ninth Street Sacramento, CA 95814

CA Department of Water Resources Lester Snow, Director 1416 Ninth Street Sacramento, CA 95814

CA Native Plant Society Brad Jenkins, Board of Directors President 2707 K Street, Suite 1 Sacramento, CA 95816-5113

CA Office of Historic Preservation Milford Wayne Donaldson, State Historic Preservation Officer 1416 Ninth Str Rm 1442-7 Sacramento, CA 95814

CA Public Utilities Commission 320 West 4th St., Suite 500 Los Angeles, CA 90013

CA Regional Water Quality Control Board-Lahonton (Region 6) Robert S. Dodds, Assistant Executive Officer & Ombudsman 14440 Civic Dr., Suite 200 Victorville, CA 92392

CA Transportation Commission John Barna, Executive Director 1120 N St Rm 2221 MS-52 Sacramento, CA 95814 CA Wildlife Federation Randy Walker, President 921 11th Street, Suite 300 Sacramento, CA 95814

California City Chief of Police 21470 Applewood Dr. Boron, CA 93516

California City City Manager 21000 Hacienda Blvd. Boron, CA 93516

City of Adelanto 11600 Air Expressway Adelanto, CA 92301

City of Barstow Community Development Department, Planning Division Mike Massimini, Associate City Planner 220-A E. Mountain View St Barstow, CA 92311

City of Barstow, City Council 681 N. 1st Ave Barstow, CA 92311

City of San Bernardino 300 North D Street San Bernardino, CA 92418

City of Victorville 14343 Civic Dr. Victorville, CA 92393

County of San Bernardino, Department of Public Works 825 East 3rd St. San Bernardino, CA 92415-0835 Federal Railroad Administration, Office of R&D
Dr. Magdy El-Sibaie, Acting Director,
1120 Vermont Ave. NW MS-20
Washington, DC 20590

Kern County Fire Dept Station 17, 26965 Cote Street Boron, CA 93516

Kern County Library Boron Branch, 26967 20 Mule Team Rd Boron, CA 93516

Kern County of Sheriff's Dept. 26949 Cote Street Boron, CA 93516

Kern County Planning Department Ted James, Director 2700 M Street, Suite 100 Bakersfield, CA 93301-2370

Kern County Sheriff Station Boron Sub, 1771 Highway 58 Mojave, CA 93501

Mojave Desert Air Quality Management District 310 W. Mountain View St. Barstow, CA 92311

Native American Heritage Commission Larry Myers, Executive Secretary 915 Capitol Mall, Rm. 364 Sacramento, CA 95814

SANBAG Tony Grasso, Executive Director 1170 W. 3rd Street San Bernardino, CA 92410-1715 San Bernandino County, Land Use Services Department, Planning Division Julie Rynerson Rock, Director 385 N. Arrowhead Ave., 1st Floor San Bernardino, CA 92415-0182

San Bernardino County, Dept. of Transportation Roger Hatheway, Transportation Planner 3rd St., SB San Bernardino, CA 92410

State Clearinghouse, Office of Planning & Research
Cynthia Bryant, Director of Governor's
Office of Planning and Research
1400 Tenth St Rm 100
Sacramento, CA 95814

State Water Resources Control Board Esteban Almanza, Deputy Director 1001 I Street Sacramento, CA 95814

U.S. Bureau of Indian Affairs Carl J. Artman, Asst. Secretary for Indian Affairs 1849 C Street NW MS-4160 Washington, DC 20240

U.S. Bureau of Land Management Mike Pool, State Director 2800 Cottage Way Suite W-1834 Sacramento, CA 95825-1886

U.S. Bureau of Land Management Roxie Trost, Field Manager 2601 Barstow Rd; Barstow, CA 92311

U.S. Bureau of Land Management, Barstow Office Casey Burns, 2601 Barstow Rd. Barstow, CA 92311 U.S. Business, Transportation, and Housing Agency Dale E. Bonner, Secretary 980 9th Street, Suite 2450 Sacramento, CA 95814-2719

U.S. Department of Defense 95 ABW/PA, 1 S. Rosamund Blvd. Edwards AFB, CA 93524

U.S. Department of Defense, Edwards AFB Dennis Shoffner, Chief of Community Relations 1 S. Rosamond Blvd. Edwards AFB, CA 93524

U.S. Environmental Protection Agency Office of Federal Activities (Mail Code 2252-A), 401 M Street, SW Washington, DC 20460

U.S. Fish and Wildlife Service Asst. Manager 2800 Cottage Way Suite W-2605 Sacramento, CA 95825

U.S. Fish and Wildlife Service 2493 Portola Rd., Suite B Ventura, CA 93003

U.S. Government, Transportation Dept. of FAA 501 Southwest Mockingbird Hill Drive Boron, CA 93516

Appendix E Comments Received

Contents

Comment Card (English and Spanish)

Summary of Scoping Comments

Comments



State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more ro	om for your comments)		Date
Purpose and Need for the Proje	ect		
Project Alternatives Under Cons	sideration		
Issues/Resource Areas to be A	adressed in Environmental imp	bact StatemenvRepon	
Other Issues/Concerns About th	ne Project		
Your Information Clearly print your name, your in on the mailing list to receive add the information to the address p	ditional information about the p		
Name:			
Agency/Affiliation/Interest:			
Street Address or PO Box:			
City, State, Zip Code:			
Return to:	California Department of Trai	nsportation, District 8	
	Attn: Marie Petry, Environmer 464 W. 4 th Street, 6 th F	ntal Studies Branch loor, MS 821	

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Comments due by July 20, 2007

PLEASE FOLD ALONG THIS LINE FOR MAILING

Caltrans District 8 Marie Petry 464 W 4th Street, 6th Floor San Bernardino, CA 92401-1400

Place Stamp Here

California Department of Transportation, District 8 Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

COMENTARIOS PÚBLICOS



Proyecto Supercarretera Kramer Junction en la Ruta Estatal 58 Reporte del impacto al medioambiente/Declaración del impacto al medioambiente



Sus Comentarios (Adjunte papel extra si necesita más		Fecha
Propósito y Necesidad del Pr	royecto	
Alternativas del Proyecto Baj	jo Consideración	
Temas/Áreas de Recurso Qu	ue Serán Tocados en la Dec	laración/Reporte del Impacto al Medioambiente
Otros Temas/Preocupacione	es Acerca del Proyecto	
comentarios o si quiere segu	ir recibiendo por correo info	erés o afiliación, y su dirección si nos ha proveído rmación adicional acerca del proyecto y el EIR/EIS. o electrónico a la dirección notada abajo.
Nombre:		
Agencia/Afiliación/Interés:		
Dirección o Apartado Postal:		
Cuidad, Estado, Código Pos	tal:	
Envíe a:	California Department of T	ransportation, District 8

Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Los comentarios deben de ser recibidos antes del 20 de julio, 2007 PLEASE FOLD ALONG THIS LINE FOR MAILING

Caltrans District 8 Marie Petry 464 W 4th Street, 6th Floor San Bernardino, CA 92401-1400

Place Stamp Here

California Department of Transportation, District 8 Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

Summary of Scoping Comments SR 58 Kramer Junction Expressway Project

This summary includes a brief synopsis of all comments received, grouped into common categories. Agency comments are included at the end of the summary.

NOTE: Remove names if document is published or posted publicly.

Purpose and Need

- Lives in Boron and has seen traffic backed from Kramer Junction to county line many times (Charles Bell)
- Accidents caused by the S turn and where traffic crosses tracks on a curve are reason enough to construct project (Glen Lasley)
- Need because accidents and traffic backed for hours (Shirley Johnson)
- Too many accidents on the 2-lane stretch; project must be done (Lorraine Ryan-Bell)
- Project needed for safety (transition from 4 to 2 lanes is dangerous), backup at Kramer Junction (Deric English)
- Tremendous death toll and holiday/weekend back-up 6-miles long (Ed Sauser)
- To ease traffic and congestion at intersections (Denis Braly)
- Agrees with stated purpose and need (congestion relief, accident reduction, improved traffic operations, and improved access to local services – all necessary) (James Rumsey)
- Agrees with stated purpose and need (Robbie Jean Kibel)
- Much needed and traveled route; wants all the way to I-15 complete (Vinod N and Utra Nair)
- Long overdue, fatalities are very high in this area (James Meadows)
- Agrees project is needed and shouldn't be delayed (Christine Rich)
- Project needed for safety concerns, to expedite traffic and reduce unnecessary congestion at Kramer Junction (Barbara Mattas)
- Agree. Too many people have been killed and the congestion is ridiculous (Helen Umsted)
- Agrees and supports project (Jennifer Colunga)
- Agrees. Family is appalled at the carnage this section of highway has caused over years, and they fear entering/exiting property due to speed and density of traffic. (Kenneth Todd Gunn)
- Traffic safety and expediting commercial cargo (Gwenneth Howard Sloat)
- Congestion relief, accident reductions, allows access to local services, eliminates the long curve and RR track crossing east of Boron which is a no passing area with a long history of accidents (James Wise)
- Need to do something. Traffic backs up from Kramer Junction clear past the RR overpass Boron spur on SR 58 when there's a 3-day weekend. On any

- given weekend it's hard to get gas at intersection. Many people have died between county-line and Kramer Junction. (Blanche Dobbs)
- Existing road is dangerous; motorists still cross double yellow line to pass (Frank Gonazales)
- "I have lived in Boron over 30 years and the biggest pain I got on Kramer Junction is my son was killed he was 28 yrs old on Mother's Day....." (Violeta Fourdyce)
- Traffic (John and Jill Price)
- Project is urgently needed; far too many fatalities. This is a major goods corridor. The RR grade separation at Boron and Kramer Junction will be a major safety improvement. The 5-mile plus backups at Kramer Junction every 3-day weekend causes increased road rage. (Rex Moen)
- Needed very much! (Bob McGinnis)
- It's long overdue and much needed for the traffic. The "s" curve and the traffic light at Kramer Junction are a danger to locals and travelers (Ben Bakke)
- Say there is rarely a traffic backup out here, except on occasional weekends and holidays. Most days, traffic moves along slowly. (Karen Caillier)
- Number of traffic issues have taken place on this heavily traveled roadway (Bob McGinnis)
- Project needs to be implemented to reduce traffic delays and accidents. The sooner, the better. I am for it 100%. (Paul Ng)

Alternatives

- Prefers Alt D because should be lower cost since don't need cross RR @ US
 395, because appears to be less invasive to existing businesses and homes, and because need for detour will be minimized (Charles Bell)
- Prefers Alt B and stay north of the tracks (Glen Lasley)
- Prefers Alt D (Balakhaneh Mansour)
- Wants overpass over the railroad track; Alt C would be OK (Shirley Johnson)
- Alt B best for truckers and travelers; Alt C and D would still have problems of oncoming traffic (Ream/Beazel)
- Prefers B and C (Antonio Cobacha)
- Alt D seems most logical because it would require no businesses to be purchased and therefore would be less expensive (Ed Sauser)
- Alt B most practical and efficient to build (William Hicks)
- Alt B would have the least abatement and free flowing (Denis Braly)
- Supports Alt B (north alt) and (mistakenly?) states that Alt C would still have an at-grade RR crossing in curve area where Old Boron Rd meets SR 58 (James Rumsey)
- Alt D (Jonathan Sund)
- Supports Alt B, C or D (Robbie Jean Kibel)
- Alt B, C, or D look OK. Caltrans should decide best route (Vinod N and Utra Nair)

- BLM will likely prefer the alternative that uses the existing alignment given they manage the land for desert tortoise recovery (BLM).
- Alt B so that we can retain the old road between Boron and Kramer Junction so I wouldn't have to drive west from my land to get on SR 58 (Lindsay Ross)
- Alt D because it could bring highway closer to his property and possibly increase value (John Lemieux)
- Alt D (James Meadows)
- Alt B seems most effective for tax payers (McHenry Cooke)
- Alt B first choice, Alt C second choice (Helen Umsted)
- Alt B (strongly opposed to Alt A and C) (Kenneth Todd Gunn)
- Alt D more cost effective since south of RR (Gwenneth Howard Sloat)
- Alt B first choice, Alt C probably not feasible (Leslie Wise)
- Alt B (James Wise)
- Alt C looks best if there's room for turning off onto 395 and the businesses; Alt B second choice (Blanche Dobbs)
- Alt B (Frank Gonzales)
- Alt B (north route) is preferred because it avoids encroachment on Edwards AFB, the electrical substation, and the businesses at Kramer Junction. (Rex Moen)
- Alt B (north route) seems to meet the majority of the needs (Bob McGinnis)
- Alt B (north route) is the best because least amount of impact on people living in the area and on the businesses. (James Welling)
- Alt B because Alt D goes over 3 natural gas pipelines that are 48-inch pipes and Alt C goes over 2 natural gas pipelines. Also see attachment for another alternative north of B
- Suggests limiting project to existing SR 58, taking the pottery property and Chevron property on the north side, and adding a lane in their place. Add two more lanes from freeway to freeway, so it will be four lanes all the way. Says this should be affordable. If there's enough money, suggests building an overpass to the west. (Karen Caillier)
- Implementing southern alternative(s) would kill businesses. (Karen Caillier)
- Four corners businesses could possibly exist with Expressway to north of Kramer Junction. Give the businesses a fair price and buy them out of your way. This would not be good, however, for Boron or for the motoring public. They will be out of stations and restaurants. (Karen Caillier)
- Prefers Alternative #2. (Bob McGinnis)
- The route through the middle would seem out of the question. (James Darr)
- The sourthern route would be devastating to the economy of the whole intersection. (James Darr)
- The northern route would most likely have the least impact on the intersection. (James Darr)
- Prefers Alternative B, then Alternative D, and lastly, Alternative C. (Paul Ng)
- Alternative C would affect businesses. (Paul Ng)
- Alternative B is best alternative due to the fact that the S curve is the smoothest among all of the alternatives. Moving the existing SR 58 northerly

- will be safer for motorists and fewer existing homes will be affected. Moreover, existing businesses at the intersection will not be affected. (Paul Ng)
- Alternative D is the second best alternative, but S-curve is less smooth than Alternative B.
- Alternative C is least desirable alternative due to the fact that most businesses would be affected. Need more businesses at Kramer Junction to boost the area and generate more traffic and people so that economy in the area can grow. (Paul Ng)

Technical Issues/Resources Addressed in EIS/EIR

Cultural /Historical:

Thorough archaeological and cultural studies are needed. There should be
much study prior to and during the construction phase regarding the old
community of Kramer because it was a 1880s railroad siding and center of
much mining activity in this part of the Mojave Desert. This is a historical rich
area in artifacts, local history, and must receive special attention. (Deric
English)

Hazardous Materials:

• 6-7-07 letter from CA DTSC with several specific comments for EIR/EIS analysis

Biological Resources:

- Concerned for desert tortoise (Dennis Mogerman)
- BLM wants any existing desert tortoise fences reconstructed, and appropriate culverts for use of desert tortoise and other wildlife constructed as feasible beneath the roadway. FHWA will need to consult with USFWS on this project. (BLM)
- Concerned about impacts on wildlife. Has seen numerous species in area (Bruce and Barbara Baker)

Water Quality:

 CA RWQCB letter states that the project requires development of a Stormwater Pollution Prevention Plan and a NPDES General Construction Stormwater Permit. The proposal does not provide specific info on how impacts to surface waters of the State and/or Waters of the US will be mitigated. The route should avoid waters of the state and design spans for all drainage areas.

Air Quality:

• Concerned about emissions close to their house (Kenneth Todd Gunn)

Noise:

Concerned about noise at existing property. (Paul Ng)

Socioeconomic:

- The negative econ impact of traffic delays for goods movement will be corrected with this project (Rex Moen)
- Economic impact to existing businesses needs to be addressed; Caltrans should use local businesses where possible. Consider using Global Resources, LLC, the aggregate plant next to Rio Tinto (Ben Bakke)
- With Alt B, businesses would be affected by the northbound traffic turning east prior to the business district (about 60% do so) (Leslie Wise)

Traffic:

- Traffic access for locals and truck access off Hwy 395 for current leads needs to be addressed (Ben Bakke)
- Concerned about property access. (Paul Ng)

Utilities:

- Keep PG&E posted (Gregg Parker)
- Looks like Alt D would affect two 42-inch high pressure gas lines and be right on the ROW for Mojave Pipeline (Wayne Olson)
- Kern River and the Mojavo Pipeline Company jointly own two 42-inch natural gas lines south of existing SR 58. Kern River also owns a metering station near existing SR 58. Alternative D would impact Kern River's existing easements and facilities. (Douglas Gibbons)
- Appears Alts B, C, D will all impact the Southern California Edison's transmission facilities. If relocation is needed, impacts need to be addressed in the EIR. Replacement rights will need to be assured from Caltrans to relocate SCE facilities. Timeframes need to be considered depending on materials, cost for outage and relocation of SCE facilities will be at Caltrans expense if SCE owns in fee or has prior rights. Hope the route with least impact on SCE facilities will be chosen. Encroachment costs to be Caltrans responsibility (Nancy Jackson, Joseph D'Amato, Chad Packard)

Schedule

- Main concerns should be schedule (Charles Bell)
- Project is long overdue (Glen Lasley)
- Must be done don't wait for more lives to be lost (Lorraine Ryan-Bell)
- He's received several mailings/letters since 2002 and asks why are we still on step 1? (James Rumsey)
- The sooner the state fixes SR 58 the sooner more lives will be saved (one of deadliest roads in southern California. It was started years ago, and the state should have finished it. (Lillie Bluff)
- Way over due (James Wise)

Costs/Funding

- Keep costs down (Charles Bell)
- How is the project being funded (Dale Weaver)

Miscellaneous Comments/Questions

- should try and employ low income families in area as much as possible (Charles Bell)
- Is project only going to be in SB County and not on the Kern County side? It should go all the way (Shirley Johnson)
- Thank you. It's about time this takes place (Shirley Johnson)
- Need any and all types of businesses in town (Ream/Beazel)
- The turn lane and exit where WB traffic exits SR 58 to reach Boron is poorly designed and should be redesigned (Deric English)
- Complete the SR 58 freeway to Barstow (William Hicks)
- How will it affect my land? (Donald Gray)
- Will there be walls along the route? (Denis Braly)
- Should use two existing unpaved roadways as access roads to the 4-lane expressway. There is already a hard-packed/gravel dirt roadway from the Boron bridge span east to Kramer Junction with at grade utility/equipment boxes and electric utility/telephone poles are located in short distance north of this roadway on another unpaved roadway. (James Rumsey)
- Why are we still looking for environmental database and approval? This was to be done in 2003. Why are the ag grade RR tracks that cross existing SR 58 at the curve east of boron not included in this project? Why is the old (main) entrance/exit road to Boron not spoken of in this realignment? He suggests: 1) start Alt B east of the Boron span bridge and go north and east, and join expressway to Barstow, 2) leave SR 58 as is fo surface road and join this roadway with the old Boron (main) road at the curve with the RR crossing to leave cood access to local services and leave present businesses along. (James Rumsey)
- Will we have to keep Four Corners in business with the people that already own it
 or are we going to have a Mexican Tiajuana Four Corners or an Iraq Four Corners
 or some other government is more than willing to do. We as United States citizens
 not me bend over backwards to prove there not prejudice and selling their own
 nation and roll into slavery? (Jonathan Sund)
- Transitions should be wide enough to ease traffic; plan for future growth (Christine Rich)
- Financial impact on local people and businesses needs to be considered (McHenry Cole)
- Wants I-40 coast to coast. Proposes that SR 58 from Barstow to Bakersfield be changed to I-40. Go north from Bakersfield with 99 and I-40 to 46, which would become I-40 to Paso Robles, connecting to 101. This would provide relief and available routes for truckers/public to reach the coast without going through LA. This would better serve businesses and tourists. The FHWA could put gas tax to work for us. (Art Griffin)
- List of questions including (Dennis Mogerman)
 - o How will my property be affected?
 - o Will there be soundwalls?
 - What is the elevation of the roadway near my property?
 - o How will drainage facilities affect my property and would flooding occur during heavy rainstorms?

- What streets will be dead-ended and which will have bridges/underpasses?
- o Will there be frontage roads?
- o What is the difference between "expressway" and "freeway"?
- O Does Caltrans work with local governments on master plans for land use and commercial development in the area?
- Can I get copies of policies on the acquisitions of property for state highways?
- o Is money now available or is this just another study; please define "expeditiously"
- List of questions including (George Ahlers)
 - o Want to see detailed map
 - o Is parcel #049811020000 impacted by one of the alternatives/
 - o What is the relative elevation of the roadway near my property: above grade on columns, above grade on an embankment, at grade, below grade, below grade so that bridges for existing streets are a t grade?
 - o Will there be soundwalls?
 - How will drainage facilities affect my property? Would flooding during heavy rainstorms occur?
 - What streets will be dead-ended and which will have bridges or underpasses?
 - Will there be frontage roads to allow access to roadside businesses w/o causing traffic congestion on the highway?
 - o What is the difference between an expressway, a freeway, and a highway?
 - O Does Caltrans/FHWA work with local govts on master plans for land use and commercial development in the area?
 - o Wants copies of policies on the acquisition of property for state highways.
 - o Is money now available or is this just another study?
 - o Please define "expeditiously".
- Preserve businesses at Four Corners (Blanche Dobbs)
- Concerned about property value (Antonio Cobacha)
- How will this project impact my property? (on list to receive map) (Barbara Mattas)
- Will my land be affected by any of the alternatives? (on list to receive map) Will homes and industry be built around the area? (Kathleen Alvendia)
- Wants alternative route to Boron and possibly Kramer Junction, other than SR 58 (Kenneth Todd Gunn)
- If animals, plans and trees need to be relocated, feel free to use their land (Deanne Brea)
- They own the land where the equipment will be sitting. Will they receive payment for use of their property? (Joseph N and Madaleine Betchner)
- Will billboards be made available? (Domingo Gutierrez, owns Domingo's Mexican Restaurant in Boron)
- Consider effect on businesses and is concerned about road closures (Frank Gonzales)
- SR 58 should be designated as an interested freeway, not an expressway, from Barstow to I-5 because this is a major east/west corridor needed for national

- defense and emergency crisis. The amount of goods movement dictates that cross traffic and RR grade crossings are hazardous. (Rex Moen)
- Don't let the environmental review process cloud the need for a safe route (Bob McGinnis)
- Address "truck route" (Bob McGinnis)
- Don't let the environmental keep the project from a timely completion. (Bob McGinnis)
- Width of roadway should be wider. (Bob McGinnis)
- The date of completion/start should be advanced. (Bob McGinnis)
- Is my property a subsidiary or will it be used? If my property is affected, will eminent domain be an issue? Will people be paid current market value? (Connie Noss)
- Would like to put a sign advertising the "Relax Inn Motel" on the freeway (Jack Patel)
- Need access to the open desert for people, recreation, horses, bikes, etc without going around and leaving trailer trucks in the desert. Suggests an overpass at Congo Rd with dirt road beneath. (Robert Hyden)
- With new road, the access to the open areas with motorcycles, jeeps, horses is restricted unless there is an overpass (Bill Bumgardner)
- Hopes this will start talks to widen 395 both north and south directions (Ben Bakke)
- At considerable expense, Caltrans has surveyed this route and done environmental studies such as drilling for contamination and concerns for the desert tortoise. Concerned about previous waste of money if new route is adopted. (James Darr)

Information Requests

Map (request more specific map that shows the alignment over APN).

- Dan Kane
- Balakhaneh Mansour (APN (491-211-06), Farmington/US 395
- Wayne Hollaway
- Donald Gray
- Dan Attaberry
- Barbara Yates
- Barbara Mattas
- James Kastris
- Max Frizzle
- Kathleen Alvendia
- Walter Hausser
- Dennis Mogerman
- Alan Kennedy (wants a big one, like at the scoping meeting)
- Bob McGinnis
- George Ahlers

Mailing list

- Dennis Mogerman
- Robert Nelson
- Victor Valencia
- Tri Cao
- Byron Cole
- Mindy McDonnell

Agency Comments

- CA DTSC (6-7-07 letter). Several (17) specific comments for EIR/EIS analysis (summarized below; refer to letter for complete comment).
 - EIR should identify current/historic uses at project site that may have released hazardous chemicals
 - o EIR should identify known or potentially contaminated sites I project area. Several databases provided in letter
 - o EIR should identify the mechanism to initiate any required investigation/remediation for any site that may be contaminated
 - All env investigations, sampling or remediation for the site should be conducted under a Workplan approved/overseen by a regulatory agency with jurisdiction
 - o Proper investigation, sampling and remedial actions should be conducted at site prior to new development/construction.
 - o If property adjacent to site is contaminated with haz chemicals, the project area is in the "border zone" and appropriate precautions should be taken prior to construction.
 - If buildings or other related highway transportation structures, asphalt or concrete-paved surface areas are to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals.
 - o If excavated soils are contaminated, it must be disposed properly.
 - o Human health and the environment of sensitive receptors should be protected during construction.
 - o If it is determined that haz wastes will be generated, they must be managed in accordance with California Hazardous Waste Control Law.
 - o If it is determined that haz wastes will be generated, they must be stored, treated, disposed properly.
 - o If it is determined that haz wastes will be generated, the facility should obtain a US EPA ID #.
 - Certain haz waste treatment processes may require authorization from the local Certified Unified Program Agency.
 - o If the project plans include discharging wastewater to a storm drainge, a NPDES permit from RWQCB may be required.
 - If soil/groundwater contamination occurs during construction, construction/demolition must be halted and appropriate measures implemented.
 - o If the site was used for agricultural or related activities, onsite soils and groundwater might be contaminated.

- o Envirostor (formerly CalSites) is a database primarily used by DTSC and is accessible through their website.
- CA PUC (6-1-07 letter). Letter states they are concerned that the new development may increase traffic volumes on streets, at intersections, and at atgrade highway/railway crossings, including pedestrian circulation patterns/destinations with respect to railroad ROW. Safety factors to consider include: planning for grade separations for major thoroughfares, improvements to existing at-grade highway/rail crossings due to increase traffic volumes, and appropriate fencing to limit the access of trespassers onto railroad ROW. The city of Coachella should arrange a meeting with the Commission's Rail Crossings Engineering Section and BNSF Railway to discuss relevant safety issues. (appears to be form letter)
- CA RWQCB (June 1, 2007 letter). The project requires development of a Stormwater Pollution Prevention Plan and a NPDES General Construction Stormwater Permit. The proposal does not provide specific info on how impacts to surface waters of the State and/or Waters of the US will be mitigated. The route should avoid waters of the state and design spans for all drainage areas.
- BLM (June 4, 2007 email). Add BLM to list of interested agencies and possibly cooperating agencies. Once the alignment alts and ROW width is identified, BLM will need to review to determine impact on public lands. BLM will likely prefer the alternative that uses the existing alignment given they manage the land for desert tortoise recovery. They would want any existing desert tortoise fences reconstructed, and appropriate culverts for use of desert tortoise and other wildlife constructed as feasible beneath the roadway. FHWA will need to consult with USFWS on this project.
- U.S. EPA (6-7-07 letter). Specific comments for EIR/EIS analysis (summarized below; refer to letter for complete comment).
 - O Air Quality. The environmental document should provide a detailed discussion of ambient air conditions, NAAQS, criteria pollutant nonattainment areas, and potential AQ impacts. FHWA and Caltrans should include analysis of potential mobile source air toxics, as well as a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter. The Draft EIS should demonstrate the project is included in a conforming transportation plan and a transportation improvement program.
 - O Water and Wetlands Resources. Existing conditions and environmental impacts with respect to waters should be assessed at an appropriate level of detail in the environmental document. Caltrans and FHWA should explore on-site alternatives to further avoid or minimize impacts to specific waters. The lead agencies should also assess indirect and cumulative impacts to CWA Section 404 waters, and coordinate with

- NEPA/404 MOU signatory agencies to address agreement points early in the EIS process.
- o Environmental Justice. The environmental document should identify whether the proposed project may disproportionately and adversely affect low-income and minority populations in the surrounding area and should provide appropriate mitigation for adverse impacts.
- Cumulative impacts. The environmental document should address cumulative impacts in light of reasonably foreseeable actions, including impacts to sensitive plant and wildlife communities.
- o Growth inducement.



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



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City, State, Zip Code: Boron, Cha 93596	
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[Email: Marie_Petry@dot.ca.gov]



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



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State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement

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State Route 58 Kramer Junction Expressway Project



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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



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City, State, Zip Code: OCEANS, OS CA 92057	
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San Bernardino, CA 92401-1400	Comments due by
[Email: Marie_Petry@dot.ca.gov]	June 21, 2007



By Cole

byronc47@yahoo.com> 05/19/2007 09:15 PM

Please respond to byroncole@ieee.org

To Marie_Petry@dot.ca.gov

CC

bcc

Subject State Route58 Kramer

Please keep me on your info list. Note signature for my email.

I am attaching a copy of your form.

byroncole@ieee.org

"eclectic polymath"

Phone 760-757-7239 Oceanside, CA Pager 760-613-7239; FAX 413-480-5637

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State Route 58 Kramer Junction Expressway Project



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[Email: Marie_Petry@dot.ca.gov]	June 21, 2007

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State Route 58 Kramer Junction Expressway Project



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State Route 58 Kramer Junction Expressway Project



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[Email: Marie_Petry@dot.ca.gov]

Comments due by June 21, 2007



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



June 21, 2007

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State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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[Email: Marie_Petry@dot.ca.gov]

05/21/2007

Marie Petry
Environmental Studies Branch
464 West 4th Street
6th Floor MS 821
San Bernardino, CA 92401-4630

To: The Environmental Group,

This Proposed freeway project is **LONG** overdue. Just by the number of accidents caused by the S turn where the freeway ends from the west and the large number caused by having to cross the railroad tracks on a curve should be reason enough to construct this highway. In my estimation it would be much better to construct alternative B, realign with the existing freeway to the north. Stay north of the railroad tracks. The only reason for using alternative C would be to accommodate the businesses at Kramer Junction. To this I say no, do not cater to them. When Interstate 40 replaced the old route 66 in New Mexico they completely bypassed the cities like Gallup, and made a smooth flow of the curves required, but now the businesses built out by the freeway, including Wal-Mart. Let the businesses move, do not cater to pressure by the businesses at Kramer.

The travelers to Vegas and the truck industry will have a much quicker and safer trip thru this area when this freeway is competed.

Sincerely,

Glen Lasley 13360 Gilbert St. North Edwards, CA 93523

Ilu Jasley

Sta

SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Comments due by

June 21, 2007

Environmental Impact Report/Environmental Impact Statement

Your Comments				Date MAY21, 2007
(Attach extra paper if you need more re	oom for your comments)			7,7,2 3,7
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Name: JOSEPH	NYMADA	PLEINE	BETZ	HNER
TAX#_@498344 Agency/Affiliation/Interest:	1020000 + f.	ot 2 TRA		
Street Address or PO Box:	945 N.ROC	CK RDI 1	417270	4
City, State, Zip Code: Wi	CHITA	KS. 6	7206	7 w/2, foliation 25 + PHONE# 316-652-9394
Return to:	California Departn	nent of Transpor	tation, Distric	18
	Attn: Marie Petry, I 464 W. 4 th S	Environmental S Street, 6 th Floor.	Studies Branch MS 821	ı

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]



State Route 58 Kramer Junction Expressway Project



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Agency/Affiliation/Interest:	Domingo's MX-	Rostaniant		
Street Address or PO Box:		.T. Road		
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Return to:	California Departme	nt of Transportation	, District 8	· _
	Attn: Marie Petry, Er 464 W. 4 th Str	nvironmental Studies eet, 6 th Floor, MS 82	21	
		lino, CA 92401-1400	,	omments due by June 21, 2007



State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more room for your comments)	Date <u>5-2/-07</u>
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Your Information Clearly print your name, your interest or affiliation, and address if you pro on the mailing list to receive additional information about the project and the information to the address provided below.	vided comments or if you want to remain the EIR/EIS. Return this form or email
Name: Jenniter Colunga	
Agency/Affiliation/Interest: BORON Library	
Street Address or PO Box: 26967 20 Mule	Tm. Rd
City, State, Zip Code: BUTUN, CA. 935/6	
Return to: California Department of Transportation,	District 8
Attn: Marie Petry, Environmental Studies 464 W. 4 th Street, 6 th Floor, MS 82	
San Bernardino, CA 92401-1400 [Email: Marie_Petry@dot.ca.gov]	Comments due by



State Route 58 Kramer Junction Expressway Project



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Congestion at the major
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Clearly print your name, your interest or affiliation, and address if you provided comments or if you want to remain on the mailing list to receive additional information about the project and the EIR/EIS. Return this form or email
the information to the address provided below.
Name: Banbara L. Mattus
Amount Affiliation Unterest: Land owner
Sweet Address of BO Box: 5852 E. Fairmount St.
Street Address or PO Box: 5852 E. Fairmount St. City, State, Zip Code: Tucson, AZ 85712-4226
City, State, Zip Code: IUCSON, AZ 03 112 1
Return to: California Department of Transportation, District 8
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821
Con Perpending CA 93401-1400 Comments due by
[Email: Marie_Petry@dot.ca.gov]



State Route 58 Kramer Junction Expressway Project



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the information to the address provided below.	
Name: GWENNETH HOWARD	SLOAT
Agency/Affiliation/Interest: WE OWN SACR	ES SOUTHOF PROJECT
Street Address or PO Box: 6/7 MityFIELD	57
City, State, Zip Code: AS VEGAS, NV	89107
Return to: California Department of Trans	portation, District 8
Attn: Marie Petry, Environmenta 464 W. 4 th Street, 6 th Floo	
464 W. 4" Street, 6" Floo San Bernardino, CA 92	401_1400 Comments due by
[Email: Marie_Petry@d	Julie 21. 2007



State Route 58 Kramer Junction Expressway Project



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Name: David D Shin	
Agency/Affiliation/Interest:	
Street Address or PO Box: 3360 Condor Ridge Road	<u> </u>
City, State, Zip Code: Jovba Linda A 9	2886
Return to: California Department of Transportation, District 8	
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	
San Bernardino, CA 92401-1400	Comments due by
[Email: Marie_Petry@dot.ca.gov]	June 21, 2007



State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more room for your comments)	Date
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Name: JOSE Gufferrez Glocia Gut	fremo 2
Agency/Affiliation/Interest:	
Street Address or PO Box: 24111 Sant FG	
City, State, Zip Code: Hinkly CA 92347	
Return to: California Department of Transportation, District	8
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	;·····
San Bernardino, CA 92401-1400	Comments due by

[Email: Marie_Petry@dot.ca.gov]

June 21, 2007

Caltrans

SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more room for your comments)	Date
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on the mailing list to receive additional information a the information to the address provided below.	nd address if you provided comments or if you want to remain bout the project and the EIR/EIS. Return this form or email
Name: WALTER E. HAUSSE	
Agency/Affiliation/Interest: OWNER OF A	AND IN THIS AREA
Street Address or PO Box: 1196 - MOA	ITIC ELLO RD.
City, State, Zip Code: LAFAYETTE,	CA, 94549
Return to: California Departme	ent of Transportation, District 8
Attn: Marie Petry, E 464 W. 4 th St	nvironmental Studies Branch reet, 6 th Floor, MS 821
	dino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Caltrans

SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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(Attach extra paper if you need more room for your comments)	
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Name: Alan Ayuzi	
Agency/Affiliation/Interest:	
Street Address or PO Box: 10254 Pine Wood AW	.
City, State, Zip Code: TUJunga CA. 91042	
Return to: California Department of Transportation, District 8	
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	······································
San Bernardino, CA 92401-1400	Comments due by June 21, 2007

[Email: Marie_Petry@dot.ca.gov]



State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more room for your comments)	Date
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Name: LESLIE C. WISE	
Agency/Affiliation/Interest: BURON RUSIN	Dent
Street Address or PO Box: 25642 CHORE	RY HILL BR.
City, State, Zip Code: BORCH CACIF	93516
Return to: California Department of Tra	ansportation, District 8
Attn: Marie Petry, Environme 464 W. 4 th Street, 6 th F	ental Studies Branch Floor, MS 821
San Bernardino, CA	Comments due hy
[Email: Marie_Petry@	@dot.ca.gov]

the information to the addr	ess provided below.	***
Name: Joseph	J. Shool TRUST	
Agency/Affiliation/Interest:	property owner (ten acres	<u> </u>
Street Address or PO Box	2388 E. 1700 S.	·····
City, State, Zip Code:	SLC UX 84108	
Return to:	California Department of Transportation, District 8	
	Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	· .
	San Bernardino, CA 92401-1400	Comments due by
	[Email: Marie_Petry@dot.ca.gov]	June 21, 2007

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State Route 58 Kramer Junction Expressway Project



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Name: GARY #	DOROTHY KUSHI	NER	A day
Agency/Affiliation/Interest:	Property owner	2 S.E OF KIN	MER JUNCTION
	6114 W 76 THS		
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	San Bernardino,		Comments due by
	[Email: Marie_Pe		June 21, 2007



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



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Name: WARREN	Cound VEIMA E. GOD	WIN-AUST	EN
Agency/Affiliation/Interest:	100	area pour	Ino, 6498/9/050000
Street Address or PO Box:	2702 Worthington	ave /	
Sity, State, Zip Code: $_B$		3308-15	43
Return to:	California Department of Trans	sportation. District 8	
	Attn: Marie Petry, Environmenta 464 W. 4 th Street, 6 th Flo	al Studies Branch	ŗ
	San Bernardino, CA 92		Comments due by June 21, 2007
	[Email: Marie_Petry@d	ot.ca.gov]	

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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



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Name: NUMERIANO R. TOMAS	
Agency/Affiliation/Interest:	
Street Address or PO Box: 83 EL CORA	ZON CT.
City, State, Zip Code:HENDERSON, N	1 89074
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Return to: California Department of Tr.	ansportation, District 8
Attn: Marie Petry, Environm	ental Studies Branch
464 W. 4 th Street, 6 th	Floor, MS 821
San Bernardino, CA	N 92401-1400 Comments due by June 21, 2007
[Email: Marie_Petry	@dot.ca.gov]



State Route 58 Kramer Junction Expressway Pr

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Name:	JAMES J.	KASTR	15		
Agency/Affiliation/Ir	terest: PR	COPERTY	OWNER		-
Street Address or P	O Box: 94/	8 DELAN	ICEY DR.		
ourout radioes of .		1/A	22/82	3409	
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·	Attn: I	Marie Petry, Envir 464 W. 4 th Stree	onmental Studies Br t, 6 th Floor, MS 821	anch	<i></i>
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State Route 58 Kramer Junction Expressway Project



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Name: KARNA	MEESE		
Agency/Affiliation/Interest:			
Street Address or PO Box: 3	432 MARY AN	N 57.	
Street Address or PO Box: 3	CRESCENTA	, CA 912	14
Return to:	California Department of	Transportation, Dis	trict 8
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	464 W. 4" Street, San Bernardino,		Comments due by
	[Email: Marie_Pe		June 21, 2007

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State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need m	ore room for your comments)		Date 5-23-0-1
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on the mailing list to receive the information to the addre	ur interest or affiliation, and address if additional information about the projects provided below. Alvindia, Trustee	you provided com ect and the EIR/EI	ments or if you want to remain S. Return this form or email
Agency/Affiliation/Interest:			
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City, State, Zip Code: <u>\$\int_{\lambda}\lambda_{\lambda}\</u>	NNYVALE, CA 942	086	
Return to:	California Department of Transp Attn: Marie Petry, Environmental 464 W. 4 th Street, 6 th Floor	Studies Branch r, MS 821	Comments due by
	San Bernardino, CA 924 [Email: Marie_Petry@do		June 21, 2007

-- ART GRIFFIN
15336LIVEDANST.
HSSPERIA, CA. 97845WOO. MAY 23, 2007

MARIE PETRY ENVIRONMENTAL STUDIOS FRANCH 464 W. 4IHST., 6TH FLARE, MSBZ1 SAN BERNARDINO (192401-1400 AS A NATIONAL TRAVELER como ACROSS THING'S THAT COULD BE IMPROVED FOR THE BENEFIT OF THES ON THE ROAD MORE THAN BOTHER. I AM RESPONDING TO JOUR ARTICIE ON WINDLING HWY. 59. I PROPOSE HWY 58 FROM BARSTOW TO BAKERSFIND DE CHANGED TO I-40. GO NORTH FROM BAKERSFIOND WITH 99 \$ I-40 To 46. 46 TO BECOME I-40 TO PASO ROBLES CONNECTING WiTH 101. THIS IN TURN WOULD

GIVE RELIEF & HVAILABLE ROUTES FOR TRUCKERS AND PUBLIC TO REACH THE COAST WITHOUT GOING THRU LA. EUPTODERPOINTS NORTH & BACK DOWN. CITIES UP \$ DOWN 101 WOULD BO BOTTON SAVED. BUSINESS & TOURIST Ahike. THE FEDERAL HIWAY ABBINISTRATION COULD FUT CASTAX TO WORK FOR US. AS Wold AS I-40 Access TO THE CORST INSTEAD OF JUST SAN FRANCISOO. hit & SAN DIEGO. T-40, COAST TO COAST SOUND'S GOOD TO ME. PLEASE CONSIDER. THANK YOU,

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State Route 58 Kramer Junction Expressway Project



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on the mailing list to receive	additional information about	nddress if you provided con t the project and the EIR/E	nments or if you want to remain IS. Return this form or email
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Name:	CAERTIE HOR	NER	
Agency/Affiliation/Interest:	- Burn regid	ent	
Street Address or PO Box: _	24227 SAG	E AVENUE	
City, State, Zip Code:	BOHON CALIFE	DRNIA 93516	
Return to:	California Department	of Transportation, District 8	
		onmental Studies Branch , 6 th Floor, MS 821	<u>[</u>
	San Bernardino	, CA 92401-1400 Petry@dot.ca.gov]	Comments due by June 21, 2007



State Route 58 Kramer Junction Expressway Project



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	San Bernardir	no, CA 92401-1400 _Petry@dot.ca.gov]		Comments due by June 21, 2007

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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more room for your comments)	Date 3-27-07
Purpose and Need for the Project	
Project Alternatives Under Consideration	
Issues/Resource Areas to be Addressed in Environmental Impa	act Statement/Report
Other Issues/Concerns About the Project	
Your Information Clearly print your name, your interest or affiliation, and address on the mailing list to receive additional information about the protection to the address provided below.	if you provided comments or if you want to remain pject and the EIR/EIS. Return this form or email
Name: HUGH M. BERGSTRA	
Agency/Affiliation/Interest: OWNER CFRIUM	E
Street Address or PO Box: 285 JEWEK	DR.
City, State, Zip Code: SOSEBURG, OR	94470
Return to: California Department of Trans	sportation, District 8
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[Email: Marie_Petry@dot.ca.gov]

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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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Your Comments (Attach extra paper if you need more room for your comments)	Date 5-25-07
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Your Information Clearly print your name, your interest or affiliation, and address on the mailing list to receive additional information about the path the information to the address provided below.	es if you provided comments or if you want to remain project and the EIR/EIS. Return this form or email
Name: KENNETH TODD GUITRUST & OWNERSHIP O Agency/Affiliation/Interest:	F 15 ACRES & BUILDINGS)
Street Address or PO Box: 545 MOSS AVE	
City, State, Zip Code: PASO ROBLES	CALIF. 93446

Return to:

California Department of Transportation, District 8

Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Comments due by June 21, 2007



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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more room for your comments)	Date 5 - 25 - 07
Purpose and Need for the Project Consection Vel	es, Elissiant reduction,
the Long Curare & R.R. Track Cr Borow, which is A "No PASSING" Area	ossint just east of
Accidents.	at zens history
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Issues/Resource Areas to be Addressed in Environmental Impa	ct Statement/Report
Other Issues/Concerns About the Project Long Time PAST DUE-	e IN COMINY, WAY
Your Information Clearly print your name, your interest or affiliation, and address on the mailing list to receive additional information about the prothe information to the address provided below.	
Name:	
Agency/Affiliation/Interest: NONE - residen	IT of Boron
Street Address or PO Box: 27 218 Je	rome ST
City, State, Zip Code: Boron CALF 92	1516
Return to: California Department of Trans	portation, District 8
Attn: Marie Petry, Environment 464 W. 4 th Street, 6 th Flo	al Studies Branch
San Bernardino, CA 92	Commente due by

[Email: Marie_Petry@dot.ca.gov]



State Route 58 Kramer Junction Expressway Project



Your Comments	are made for vour or	ommonto)	Date 3-23-07
(Attach extra paper if you need mo	<i>.</i> .		2 - 1
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on the mailing list to receive	ve additional info	ormation about the project and the EIF	R/EIS. Return this form or email
the information to the addr	ress provided be	elow.	
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Agency/Affiliation/Interest:	roco!	1 (Suen)	
Street Address or PO Box	:12615	Sugar ST	
City, State, Zip Code:	Soron	CA 93516	
Return to:	Californi	a Department of Transportation, Distri	ct 8
	Attn: Mar	rie Petry, Environmental Studies Brand 4 W. 4 th Street, 6 th Floor, MS 821	ch
			Comments due by
		San Bernardino, CA 92401-1400	June 21, 2007
	[E	Email: Marie_Petry@dot.ca.gov]	-



To Marie_Petry@dot.ca.gov

CC

bcc

Subject

The sooner the state fixes the highway 58 project the more lives will be saved the area between Kramers Junction and the end of the 58 four lane freeway just east of Boron is one of the deadlest roads in So Ca. when it was started years ago the state should have finished it. Lillie M Bluff 24136 Sage Boron, Ca EMail lilliebs@hotmail.com

Catch suspicious messages before you open them—with Windows Live Hotmail.



State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more room for your comments)	Date 3 26-01
Purpose and Need for the Project	
Project Alternatives Under Consideration	
Issues/Resource Areas to be Addressed in Environmental Impact Statement/Repo	rt
Other Issues/Concerns About the Project	
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Your Information Clearly print your name, your interest or affiliation, and address if you provided cor on the mailing list to receive additional information about the project and the EIR/E the information to the address provided below.	IS. Return this form or email
Name: MARY M. MOHR Yo Slexander Ming &	D, O, A.
Agency/Affiliation/Interest: OWNS SEVERAL ACRES IN MUR	OC AREA , ETAL
Street Address or PO Box: 15358 AUENIDA PORRA	\$
City, State, Zip Code: SAN DIEGO, CA, 92128 EMAIL ALEXANDER 955 @	NEBTV. NET
Return to: California Department of Transportation, District	8
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	,
San Bernardino, CA 92401-1400	Comments due by
[Email: Marie_Petry@dot.ca.gov]	June 21, 2007

FROM THE DESK OF:

MAX M. FRIZZELL

P.O. Box 190 • Minden, NV 89423 (775) 265-5082

May 26, 2007

Calif. Dept. of Transportation, District 8

ATTn: Marie Petry, Environmental Studies Branch
464 W. 4th Street, 6th Floor, MS 821

San Bernardine, CA 92401-1400

Dear & Ms. Petry:

I own property in the vicinity of the State Route 58 Kramer Junction Expressway Project, more specifically identified as APN 498-251-32, 44, 46, 47 and 298-221-17.

I would appreciate if you would send meaplat showing the relationship of my properties to the entire project.

Thank you.

Sincerely, Max M. Frizzell



State Route 58 Kramer Junction Expressway Project



(Attach extra paper if you need more room for your comments)	Date
Purpose and Need for the Project	
Project Alternatives Under Consideration	
Issues/Resource Areas to be Addressed in Environmental Impact Statem	nent/Report_
Other Issues/Concerns About the Project	
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increasing its Value.	g property position
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Your Information Clearly print your name, your interest or affiliation, and address if you proon the mailing list to receive additional information about the project and the information to the address provided below.	
Name: John Lemieux	
Agency/Affiliation/Interest:	
2	/,
Agency/Affiliation/Interest: Street Address or PO Box: 23275 Lawson Ra City, State, Zip Code: Corona, Cu 928	53
Street Address or PO Box: 23275 Lawson Ra	/ <u>,</u>
Street Address or PO Box: 23275 Lawson Ra City, State, Zip Code: Corona, Ca 928	s Branch



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



Date 5 Your Comments (Attach extra paper if you need more room for your comments) Purpose and Need for the Project ___ Project Alternatives Under Consideration MIGN HEVE D Issues/Resource Areas to be Addressed in Environmental Impact Statement/Report_ four conen cas Other Issues/Concerns About the Project latell BUSINESS WITH THE PEOPLE THAT A CASEDY OWN ET BE HAVE A MEDICAL TIASVANT STUPED UNITOD STOTU STEAL IS MORE THAT WILLING TO DO. WE AS CONTROL STATUS CITIZANS, NO

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YOUR Information OWN NATION AND FALL ENTS SLAVERY,

Clearly print your name, your interest or affiliation, and address if you provided comments or if you want to remain

Clearly print your name, your interest or affiliation, and address if you provided comments or if you want to remain on the mailing list to receive additional information about the project and the EIR/EIS. Return this form or email the information to the address provided below.

Name: 100 MATHAL RUS SUMP	
Agency/Affiliation/Interest:	*
Street Address or PO Box: Pe Bex 273	
City, State, Zip Code: BMW, Cult 97591	

Return to:

California Department of Transportation, District 8

Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Comments due by June 21, 2007

Purpose and Need for the Project **Project Alternatives Under Consideration** Issues/Resource Areas to be Addressed in Environmental Impact Statement/Report Other Issues/Concerns About the Project Your Information Clearly print your name, your interest or affiliation, and address if you provided comments or if you want to remain on the mailing list to receive additional information about the project and the EIR/EIS. Return this form or email the information to the address provided below. Name: Agency/Affiliation/Interest:

Return to:

City, State, Z.

Street Address or PO Box:

nde:

California Department of Transportation, District 8

Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Comments due by June 21, 2007



State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more room for your comments)	Date 5 - 29 - 07
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Name: James H. Meadows	0
Agency/Affiliation/Interest: CLean-up Co	atractor DON Ded Ins.
Street Address or PO Box: 12959 BORON	AV. BORON, CA
City, State, Zip Code: BORON, CA.	73516
Return to: California Department of Attn: Marie Petry, Environ 464 W. 4 th Street, 6	mental Studies Branch th Floor, MS 821
San Bernardino, C	June 21 2007

[Email: Marie_Petry@dot.ca.gov]

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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more room for your comments)	Date <u>5-30-2007</u>
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Street Address er-PO Bex: 1103 CATHEURA	of Circle
City, State, Zip Code: MADISON, AL 35	758
Return to: California Department of	Transportation, District 8
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San Bernardino, ([Email: Marie_Pe	CA 92401-1400 Comments due by



State Route 58 Kramer Junction Expressway Project



Your Comments Date MAN-30-07
(Attach extra paper if you need more room for your comments)
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the information to the address provided below.
Name:
Agency/Affiliation/Interest: PhyCaL #049 252 106 0000
Street Address or PO Box: Mr. Denis Braly
City, State, Zip Code: PO Box 6498 Farmington, NM 87499-6498
Return to: California Department of Transportation, District 8
•
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821
San Bernardino, CA 92401-1400 Comments due by June 21, 2007
[Email: Marie_Petry@dot.ca.gov]

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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Comments due by

June 21, 2007

Environmental Impact Report/Environmental Impact Statement

Your Comments (Attach extra paper if you need more room for your comments) Date Time 19	
Purpose and Need for the Project Pluse Lell me in formed on on the progress of which affective will be considerations	
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Agency/Affiliation/Interest: I own road Front property on 58 near trained	シャ
Street Address or PO Box: 12405 Venice 10/Vd # 169 City, State, Zip Code: Los Angelos CA 906/66	
Return to: California Department of Transportation, District 8	
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]



State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more ro	om for your comme	ents)		Da	ate UB UL UT
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Street Address or PO Box:	38790	N. Mt.	View K	<u>id.</u>	
City, State, Zip Code:	inkley,	CA	42347	/	
Return to:	California De	partment of Tr	ansportation, Dist	trict 8	
	Attn: Marie Po 464 W	etry, Environm . 4 th Street, 6 th	ental Studies Bra Floor, MS 821	nch ,	
		Bernardino, CA			Comments due by June 21, 2007
	[Fmail	l Marie Petry	@dot.ca.gov1		Julio Li, Loui

PALTRANS DISTRICT 8
TO BUSINEST CON FLOOR MS821
OTHER PATRY
ON MONTH STUDIES BRANCH

James L. Rumsey P.O. Box 34305 Phoenix Arizona 85067

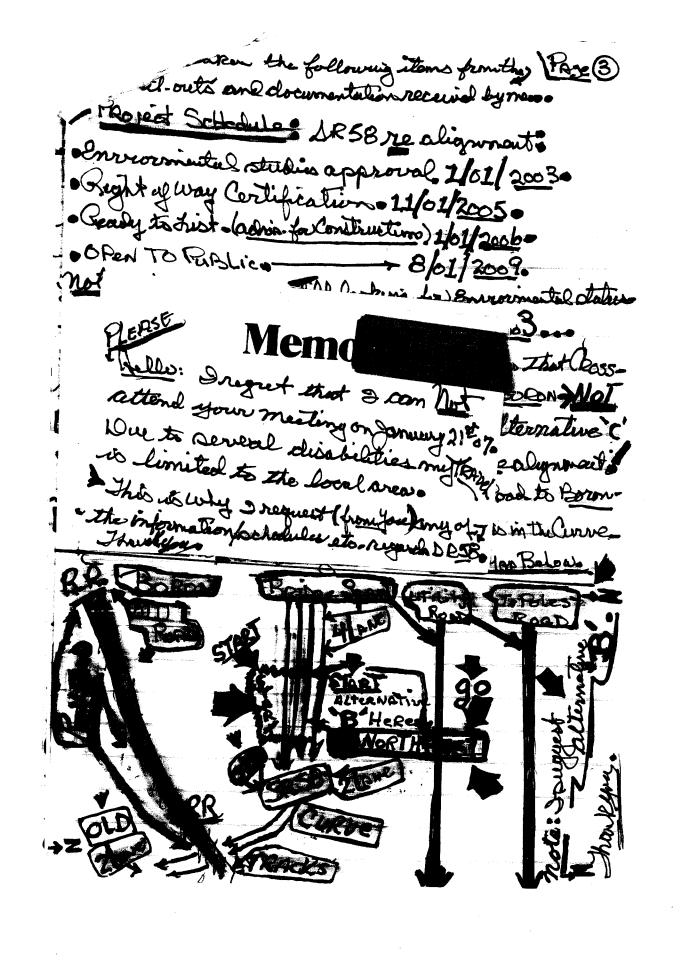


SON BRENDEDING, CA.92401-1400

Hello: 2 am evritting in answer to your inquiry-reg the SR58/KRAMOR Junction Exprossiving Project - Larrologia for notusing your Comment form; I did not realize your Returnachers was on the Beel side of the forms I had note note writtent to written so much that 9 felt it to be Unreadable - So - Stry here to state my commultanteif autonocie en passible so trandi Jes: Dogree with Jour responson Page 2 · Congestion Relief accident Reduction Ingrand Traffic teration one suprave actes to local perinces all nocessary. 12 + altomation atternate (Reatign SPSB) still has an Ot grade Bailroad Crossingen the Curve area. where the OLD ROAD BOOM (enterementapit) meets DR 58. This would still be a problem as for alternine (Develle of SPS8) the Curve at grade Railwal Crossing amill still be a probleme alternative B (northof 1258) would Not have this Curve Railrick Crossing problems This new eppressway could berbuilt North of the Curve Crossing Good North of any atgrade Railros tracks no Problems note: alternative B'could be built north of the Roulling Crossingent tracks- FROM the BODON Span Bridge to the-

of the existing expressivey to Barston. There is No need to eve the at grade Curve ilrond situations Cleare hote: of the Go There is already in a Hard-packed/gravel Dirt washing from the Boom bridge open-EAST- to tranners genetions Mer Roadway has at grade Utility/equipoiet boxes and Electric Utility/Telephone polov are located a short distance North of this roadway - on arrother (Improved Roadway. 1) other Somes: The above (2) two unpowed Roseways could be used in a (4) four lane expressing-adecess. Moods-enterept-modein strips-or I with a little works alternate B'going North above the Railroad tracks and the crossing Eliminates the meet for Bridge Dani and other area problems Thiomeons LESS postlong west tost. Note: Lagain with to apologize to you for sending this handwitten letter in the place of your foron. Done . Twould like to receive (from you) any further muitouts Ne and/or documentations in regards DR 58 ptinsfatteenties. y I have received mail-outs/letters/documents in the years? of not take 2001. 2 Letter Red 2002. Schedule-Recd 2003: Emmoumula studio approval 2003. Ready to n. LIST 2006 Begin Construction 2006 EMD Construction 2009. OPEN TO PUBLIC 2009 WHY ARE WE STILL ON STEP 1 (ABOUT)

ail-outs and documentation received by more > Hojest Schools DR58 re alignment. enviormental studies approval 2/01/20030 · Sight of way Certification 11/01/2005. Georg to Just -ladrin for Constructions) 1/01/2006-OPEN TO PUBLICA → 8/01/2009. note why are we dill looking for surroumental datus - and approval ? This was to be done in 2003 ... Updy are the at grade railroad tracks That (bassexisting & R58 at the Cipere EAST of BOOM NOT written up-into This project & alternative C would Tilluse This x crossing in realignment. Why is the OLD (main) entrance/exit Good to Boron. · not spoken of in this relationment It is in the Curve_ mest to the Kcrossing on de R58 ? See Mas Below. 1 START ALTERNATIVE BEAST of the Boron Span Bridge and go north onle Last, AND join Expression to Borston. 1 Leave DR 58 as is the surface Road and join the roskway with the ald Boson (Main) road - at the Culeve no buthe Robling



James L. Rumsey P.O. Box 34305 Phoenix Arizona 85067 . - G4 De of the form 9. Il mosessony. tign SPSB) still the Curve area - Ocrossing world B (northof 1258) would have this Curve Railrow Crossing problem eppresoway could berbuilt North of the Curve Crossing and North of any atgrade Reibrouttacker Mc Roblemo note: alternative B'could be built north of the Railload arrivant tracks- FROM the BORON Span Bridge to the

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State Route 58 Krame. Junction Expressway Project Environmental Impact Repart/Environmental Impact Statement



Your Comments (Attach extra paper if you need more room for your comments)	Date
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Name: JOAN JONES	TASTRICK
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Street Address or PO Box: P. O. Box	2706
City, State, Zip Code: CAUF City,	CA 93504
Return to: California Department of	f Transportation, District 8
Attn: Marie Petry Enviro	nmental Studies Branch
464 W. 4 th Street,	6" Floor, MS 821 Comments due by
	CA 92401-1400 June 21, 2007
[Email Marie Pe	etry@dot.ca.gov



State Route 58 Kramer Junction Expressway Project



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	Attn: Marie Petry,	Environmental	Studies Branch	
	San Bern	Street, 6 th Floor, ardino, CA 9240 larie_Petry@dot	1-1400	Comments due by June 21, 2007

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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Your Information	
Clearly print your name, your interest or affiliation, and address if you provided comments or if you want to remain on the mailing list to receive additional information about the project and the EIR/EIS. Return this form or email the information to the address provided below.	
Name: William D. Hicks	
Agency/Affiliation/Interest: Land Owner, 2 miles N, 2 miles E of Horns	200
Street Address or PO Box: 7647 Sunnylvae ave	
City, State, Zip Code: Winnetba, 2A 91306	
Return to: California Department of Transportation, District 8	
Attn: Marie Petry, Environmental Studies Branch 464 W 4 th Street 6 th Floor MS 821	
464 W 4 th Street 6 th Floor MS 821	

San Bernardino, CA 92401-1400 [Email: Marie_Petry@dot.ca.gov]

Comments due by June 21, 2007



State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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			CA 92401-140		Comme	ents due by

[Email: Marie_Petry@dot.ca.gov]

June 21, 2007

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SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more	room for your comments)			Date 6-8-07	
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Street Address or PO Box:	P.O. BOX 327				
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Return to:	California Departmen	it of Transportation, D	istrict 8		
	Attn: Marie Petry, Env 464 W. 4 th Stre	vironmental Studies B	ranch		
	San Bernardir	no, CA 92401-1400 _Petry@dot.ca.gov]		Comments due by June 21, 2007	,

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State Route 58 Kramer Junction Expressway Project

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Your Comments	Date
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on the mailing list to receive additional information about the project and the EIR/EIS the information to the address provided below.	-:-
Name: Dorothy J. Pearce - Co-tRu	STE
1 1 2 1120 111 - 1 31	1405-951-30
	10170-201-01
Street Address or PO Box: 1721 Suva	
City, State, Zip Code: Downey, Ca 90246	
Return to: California Department of Transportation, District 8	
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	,
San Bernardino, CA 92401-1400	Comments due by
[Email: Marie_Petry@dol.ca.gov]	June 21, 2007



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



Your Comments (Attach extra paper if you need more room for your comments)	Date_	06.10-07
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Your Information Clearly print your name, your interest or affiliation, and address if you provided com on the mailing list to receive additional information about the project and the EIR/EIS the information to the address provided below.		
Name: ANTONIO COBACHA		-
Agency/Affiliation/Interest:		
Street Address or PO Box: 8471 AVENIDA ANGILLA		
City, State, Zip Code: SPRING VALLEY & 91977.	-620	2
Return to: California Department of Transportation, District 8		
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	F	
San Bernardino, CA 92401-1400 [Email: Marie_Petry@dot.ca.gov]	.E:	nments due by une 21, 2007

June 13, 2007

Marie Petry,

I recently received a letter from the Environmental Studies Branch of the California Department of Transportation, District 8, outlining an upcoming meeting at Kramer Junction, California. This meeting will focus on the multiple choices associated with the future freeway plans within District 8.

I am unable to attend this meeting, but I would like to offer comments and concerns associated with this expressway project.

I believe this project is long overdue, especially considering the dangerous route that now exists where Highway 58 transitions from the two lane road to the freeway near the county line, and the long delays associated with the "clogged arteries" at the 58 and 395 highways. The turn lane and exit where westbound traffic exits Highway 58 to reach Boron is a poor design and I hope it is re-designed. Basically, we are much safer any time we can go from two lane highways to multiple lane freeways.

Lastly, and almost as important, I hope there is much study conducted prior to and during the construction phase in regards to the old community of Kramer. As I'm sure you know, this was an 1880s railroad siding and center of much mining activity in this part of the Mojave Desert. This is a historically rich area in artifacts, local history, and must receive the special consideration it deserves. Thorough archaeological and cultural studies must be undertaken to preserve this most unique heritage.

Thanks for your time and consideration. Should you require any volunteers for this endeavor, I would be willing to participate.

Respectfully,

Deric English

24261 Sage Avenue Boron, CA 93516

englishdjcn@yahoo.com

760762-6208

MINING RELIC COLLECTOR

~Preserving Our Mining Heritage~

Deric A. English Buy, Trade & Sell

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Mining Tools, Books, Paper, Union Items, Mining Photos, Tokens, Randsburg, Calico, Mojave, Ghost Town, 20 Mule Team, etc.

24261 Sage Ave Boron, CA 93516 (760)762-6208 englishdjcn@yahoo.com



State Route 58 Kramer Junction Expressway Project



Your Comments (Attach extra paper if you need more room for your comments)	ate_6-/4-07
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Project Alternatives Under Consideration	
Issues/Resource Areas to be Addressed in Environmental Impact Statement/Report	
Other Issues/Concerns About the Project MUST BE DONE! DON'T WAIT FOR MORE LIVE'S BE TOST!	70
Your Information Clearly print your name, your interest or affiliation, and address if you provided comme on the mailing list to receive additional information about the project and the EIR/EIS. If the information to the address provided below.	nts or if you want to remain Return this form or email
Name: LORRAINE RYAN- BELL	
Agency/Affiliation/Interest:	
Street Address or PO Box: 2/154 HNDERSON ST.	
City, State, Zip Code: BORON, CH 93,5/6-1609	
Return to: California Department of Transportation, District 8	
Attn: Marie Petry, Environmental Studies Branch 464 W. 4 th Street, 6 th Floor, MS 821	
San Bernardino, CA 92401-1400 [Email: Marie_Petry@dot.ca.gov]	Comments due by June 21, 2007

2010 Samer 201 5-18-0

SCOPING COMMENTS



State Route 58 Kramer Junction Expressway Project Environmental Impact Report/Environmental Impact Statement



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Street Address or PO Box: 1931 Toll Children 12	ace
City, State, Zip Code: Newport Deal, Ca.	7 26 6 0
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Attn: Marie Petry, Environmental Studies Branch	
464 W. 4 th Street, 6 th Floor, MS 821	
San Bernardino, CA 92401-1400	Comments due by
[Email: Marie Petry@dot.ca.gov]	June 21, 2007



State Route 58 Kramer Junction Expressway Project



Your Comments		!	Jale william
(Attach extra paper if you need more			1 20 00011'00
Purpose and Need for the Pr	oject Having lived	in polon al	been hundreds
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Lon the mailing list to receive	e additional information about th	e project and the EIR/EK	6. Return this form or email
the information to the addre	ess provided below.		
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Street Address or PO Box:	POBOX 581		
City, State, Zip Code:	30000 Cm 930	596	
City, State, Zip Gode:	JUI-01 \ C		
Return to:	California Department of	Transportation, District 8	
	Attn: Marie Petry, Environ 464 W. 4 th Street, 6		Commente due by
	Sa⊓ Bernardino, C	CA 92401-1400	Comments due by June 21, 2007
	[Email: Marie_Pet	ry@dot.ca.gov]	



State Route 58 Kramer Junction Expressway Project

Purpose and Need for the Project Traffic is terrible. Can take us 20 minutes or more to exit our road east or west bound. Accidents are many. Congestion needs to be releived. There can be up to a 10 mile backup on weekends and more on holidays. People will go off on desert dirt roads and go onto private property to go around traffic. Thus this cause traffic jams and other accidents. Project Alternatives Under Consideration We would consider the sale of our property if either northern routes are decided. We will be to close to the traffic

and noise. We moved to the area to be off the road and would become to close to it. Plus we need emergency

services due to the fact that handicapped and disabled individuals live at the residence full time. Plus we feel our

privacy will be violated. Animals are kept for activity to keep active and feel the noise would cause them distress.

Issues/Resource Areas to be Addressed in Environmental Impact Statement/Report

We are concerned about the no access value to our property. It would make us go almost 5 miles out of our way

to access our property on any given day. Our road is accessed by Hwy 58. Will this be protected? At this time we

maintain our own road for the 1 mile length. Who would maintain it or would it stay the same?

Other Issues/Concerns About the Project	

Wild life in the area are many. We have seen bobcat, coyote, chipmunk, tortoise, quail,cottontail, jack rabbit,

roadrunners, hawks, as well as migrating birds as well as trantulas through out the year. We are also

concerned about the services we are provided such as propane delivery, phone service, water delivery and

emergency services. We have been informed emergency services could take almost twice as long due to

having to go out of normal access. We were informed by emergency services they will not go down utility

access roads to provide service. The wild life have come to accept us as we do not interfere with their normal

migration. They stop and water and rest at our property. Some of the wildlife even reside on our property during

their migration. Are concerned about their well being in the event since they due envolve us in their migration.

During spring wild flowers grow wild and concerned about their loss as they are needed for the desert eco system.

Your Information

Clearly print your name, your interest or affiliation, and address if you provided comments or if you want to remain on the mailing list to receive additional information about the project and the EIR/EIS. Return this form or email the information to the address provided below.

Name: Bruce and Barbara Bake	r
Agency/Affiliation/Interest:	

Street Address or PO Box: 41463 Corneso Road

City, State, Zip Code: Boron, California	93516	E-mail:
$bnbbaker_rockcreekranch@verizon.net\\$		
R0tUrn tO; California Attn: Marie Petry, Environmental Studies	s Branch	ransportation, District 8 464 W. 4* Street, 6 th Floor, MS 821
San Bernardino, CA 92401-1	400	Comments due by \ i July 20.2007 ! [Email: Marie_Petry@dot.ca.gov]
		LJ

State Route 58 Kramer Junction Expressway Project



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(Attach extra paper if you need more room for your con	nments)	
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Your Information		
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the information to the address provided being	, , , , , , , , , , , , , , , , , , ,	
Name: KAREN CAILLIER		
C		1
Agency/Affiliation/Interest: Four	BRNORS SERVICES	
Street Address or PO Box: 6158 6	My. SX	1
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Return to: California I		
	Department of Transportation, District 8	
Attn: Mario	•	
Attn: Marie	Petry, Environmental Studies Branch	<i>,</i>
464	Petry, Environmental Studies Branch W. 4 th Street, 6 th Floor, MS 821	Comments due by
464 Sai	Petry, Environmental Studies Branch	Comments due by June 21, 2007

Me Maria on may 30 - 2007 Domaile to you a Copy of your Se58 Highway inquest comments as you requested (10 avrive Before June 218/2007) - Dalso included a hand-drown map; in regardate extension of SR 500 I Sent on (SEBEL Self-author Stopped annipped With the request that you place (in the LASE) a note stating that you had received my letter from and Comments of how Rich O. [I have used Certiful-Date pregnature requested, and Devenfrend the Mailman filling in the Boot office from Dete fright. That a ste reason Spould ASE (emeloped) to people. However trouble can it be to write a not saying that you received my letter from and contracts and then just abrop the loss in any mail bop (at ho lost to you)? It is now tan 30th 2007 and there to Be response from you. IF you would have set the SASE back to me, I was prepared to send & you More information (including some pictures graphs professioned maps and anorigin Copy of the surveyors Map from 1941 which has his house ground - grade level and under purfore dayersbelow & have Maps of the entire region (above / Below) the Rail Tracks that PROSS Over SR58 at the Curve east of Boron & have token pictures (Polosis) of the De two (Hard pull) grave road that lead from the Boron open Bridge 750 st to Kramers Corner , With

neir Telephone poles and Equipment - @ - estility books-shown . I have spent a -Lot of time in the Bound; Cr. area ; and Denow my information Might have been some help to youat your Jane 21 \$ 2007 mothing. Dorry I had to mis it-due to physical problems. I had hopenthat you oright send to me any emportant informationyou felt I could use from this meeting. Obswell; if someone can not maisfretuna - SASE - how could convere expect to receive any further Contacty combining internation Clean hote as sexpect Nothing further from your; so Not expertanything Marchamyour Do Not Sent Me HNY FORMS-- question près el Comment Requests ... I Don't need you you to theed mean Plane organ Jour life and Don't let my words upset you > The Equipment futility Bop Roso /AS B. L.M. Markon stakes.

June 25, 2007

Kramer Jet. Comment.

I wish to voice my opinion as to the various routes for realignment of Hwy 58 in the vicinity of Kramer Jct.

I have participated in all the public meetings that were held at **Kra**mer Jct. from about the year 2000 to date.

I have a financial interest in the outcome.

The route through the middle would seem out of the question.

The southern route would be devastating to the economy of the whole intersection.

The northern route would most likely have the least impact on the intersection.

The Cal Trans had published a paper around year 2002 stating that the northern route was adopted. At considerable expense Cal Trans has surveyed this route and done environmental studies such as drilling for contamination and concerns for the desert tortoise. Having been present on a daily basis at the Jct. I have not noticed any change that would cause the route to be changed.

I am sure that the traffic has remained in the same general proportion as before. No new business have located that would alter this original determination. I am very concerned about the previous waste of money if a new route is adopted.

I am always available for comment and would like to be kept appraised of the route adoption process.

James Darr

40716 Hwy 395

Boron, Ca. 93516

Office

(760) 762- 5220

Fax

(760) 762-8957

*Caltrans*Your Co

SCOPING COMMENTS

State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

Your Comments	Date 6 - 26-07
(Attach extra paper if you need more room for your comments)	
Purpose and Need for the Project	
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Agency/Affiliation/Interest:	
Street Address or PO Box: 49 3 Afre A	
City, State, Zip Code: SIRSTOW (H) 9	23(1
Return to: California Department of Transportat	ion, District 8
Attn: Marie Petry, Environmental Stud 464 W. 4 th Street, 6 th Floor, MS	dies Branch S 821

San Bernardino, CA 92401-1400

[Email: Marie_Petry@dot.ca.gov]

Comments due by July 20, 2007





State Route 58 Kramer Junction Expressway Project



Environmental Impact Report/Environmental Impact Statement

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City, State, Zip Code:	Alhambra,	A 9180	3.	
Return to:	California Depa	rtment of Transportat	ion, District 8	
	Attn: Marie Petr	y, Environmental Stud ^h Street, 6 th Floor, MS	dies Branch	
·		nardino, CA 92401-1	:	Comments due by June 21, 2007
		M		Julie ZI, ZUVI

[Email: Marie_Petry@dot.ca.gov]

Paul Ng 1209 S. Marengo Ave Alhambra, CA 91803

June 27, 2007

Attention: Marie Petry, Environmental Studies Branch California Department of Transportation, District 8 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

In my opinion, the best Alternative fix for the SR58 is the **Alternative B** due to the fact the S curve in this alternative is the smoothest one among all. By moving the existing SR58 northerly, it will be safer for motorists and at the same time fewer existing homes in that area will be affected; moreover, the existing business in the intersection will not be affected. I think this the best option.

The second best Alternative would be the **Alternative D.** This is also a great option, but the S curve will be less smooth that Alternative B option.

The last Alternative would be **Alternative C** due to the fact most businesses would be affected which I would not like to see. We need more businesses in Kramer Junction to boost the area and generate more traffic and people so that the economy in the area can growth.

My major concern, and that of my neighbor, with this project implementation is the access to our existing properties. We are located at Corneso Road ¾ miles northerly from SR58. Is this road going to be closed? Is Caltrans or the San Benardino County going to create a new access/road to our properties? Since that the SR58 is moving next to our properties; as a result, the noise level will be increased are we going to be compensated for that and how much? I want to make sure that my property is not land locked!!!

I would appreciate that you provide me with the answer to the above concern. Thank you.

Sincerely;

APN# 0498-232-15 Cell (626) 297-7608

Email: png582001@yahoo.com

GAS TRANSMISSION COMPANY

A MIDAMERICAN ENERGY HOLDINGS COMPANY

Douglas Gibbons Land Representative

2755 E. Cottonwood Pkwy., Suite 300 Salt Lake City, UT 84121 (801) 937-6347 Office (801) 209-7261 Cellular (801) 937-6312 Fax

June 27, 2007

California Department of Transportation, District 8 Attn: Marie Petry, Environmental Studies Branch 464 W. 4th Street, 6th Floor, MS 821 San Bernardino, CA 92401-1400

Re: Scoping Comments for State Route 58 Kramer Junction Expressway Project

Ms. Petry:

On May 30, 2007, Kern River Gas Transmission Company ("Kern River"), a subsidiary of MidAmerican Energy Holdings Company, received a request for comments from your agency regarding the proposed State Route 58 Kramer Junction Expressway Project. Kern River has reviewed the information you provided about the project and is submitting the following comments for your consideration as part of the Environmental Impact Statement ("EIS") that is being prepared for this project.

Kern River and the Mojave Pipeline Company ("Mojave"), a subsidiary of El Paso Natural Gas Company, jointly own two 42 inch high-pressure interstate natural gas transmission pipelines known as the Common Line immediately south of the existing State Route 58. Mojave operates this system and it currently delivers more than 1.5 billion cubic feet of natural gas per day to delivery points in California – enough to serve more than 9.5 million residential natural gas customers per day. Kern River also owns and operates the 24 inch High Desert Lateral and its associated metering station that provides natural gas to the High Desert Power Plant near Victorville, California. In addition to these facilities, Pacific Gas and Electric Company and Southern California Gas Company operate delivery interconnections from the Kern River system to receive natural gas from the Common Line within the Kern River meter station area (see attached figures).

Kern River is dedicated to providing a reliable, safe and environmentally sensitive means of transporting natural gas. From the information provided in the scoping notification letter it appears that Alternative D would impact Kern River's existing easements and facilities. Ensuring the continued safe operation and maintenance of company facilities including preserving the rights of existing easements is a priority of Kern River. To accomplish this, Kern River implements a strict right of way encroachment program.

Any right of way encroachment must be coordinated and approved by Kern River prior to any activities on the right of way. I have enclosed Kern River's Developer's Handbook which outlines standards and procedures that must be followed when working on the Kern River right of way. Please take a moment to familiarize yourself with this handbook and its information. It would be advisable to contact the Mojave Pipeline Operating Company to identify their encroachment requirements and specifications. Contact information for this company is as follows:

Mojave Pipeline Operating Company

c/o: James Wheeler, Bakersfield Area Manager

5401 Brundage Lane

Bakersfield, CA 93307-2960 Phone: 1-661-363-4035

Kern River has concerns that implementing this alternative would seriously impact the company's facilities and ability to fulfill its contractual delivery obligations. The responsibility to compensate Kern River for financial losses and the costs associated with relocation of existing facilities due to the proposed project would fall upon the project proponent; these costs will be significant.

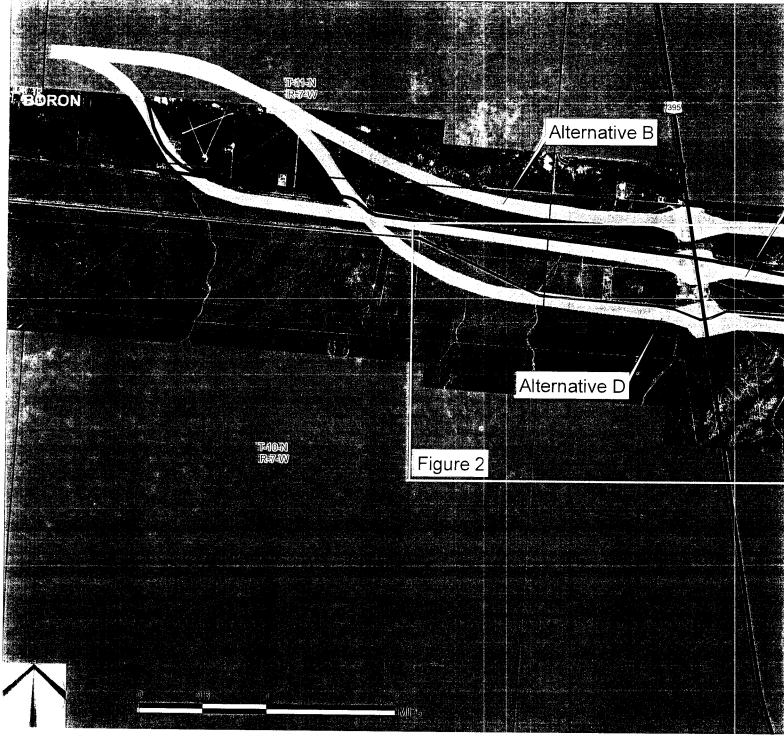
If you have any questions or concerns with this letter please feel free to contact me directly.

Sincerely

cc:

Douglas Gibbons Land Representative

Dave Dahl, James Wheeler, Project File



General Reference Features

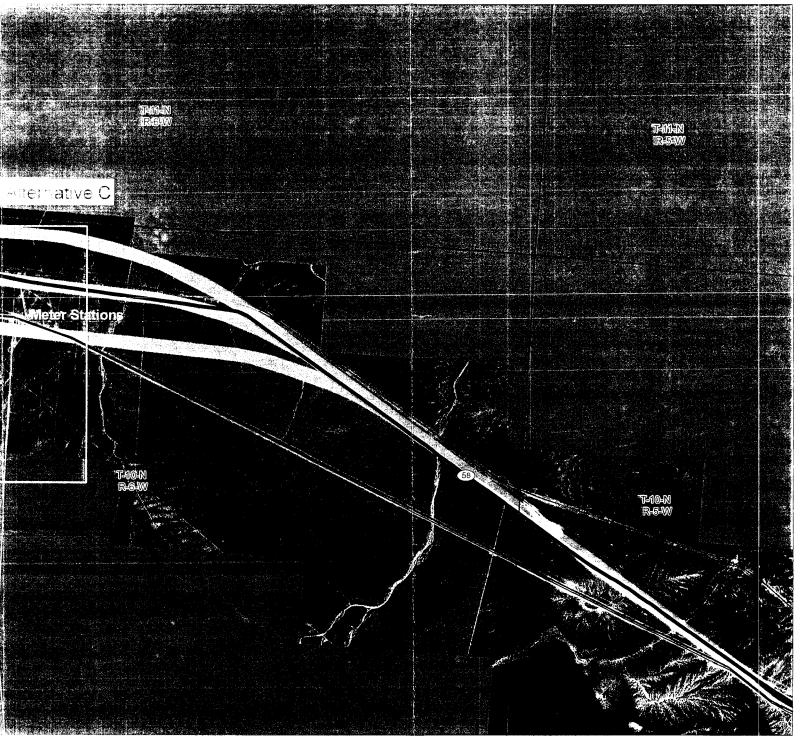
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Mojave Common Pipeline

High Desert Lateral



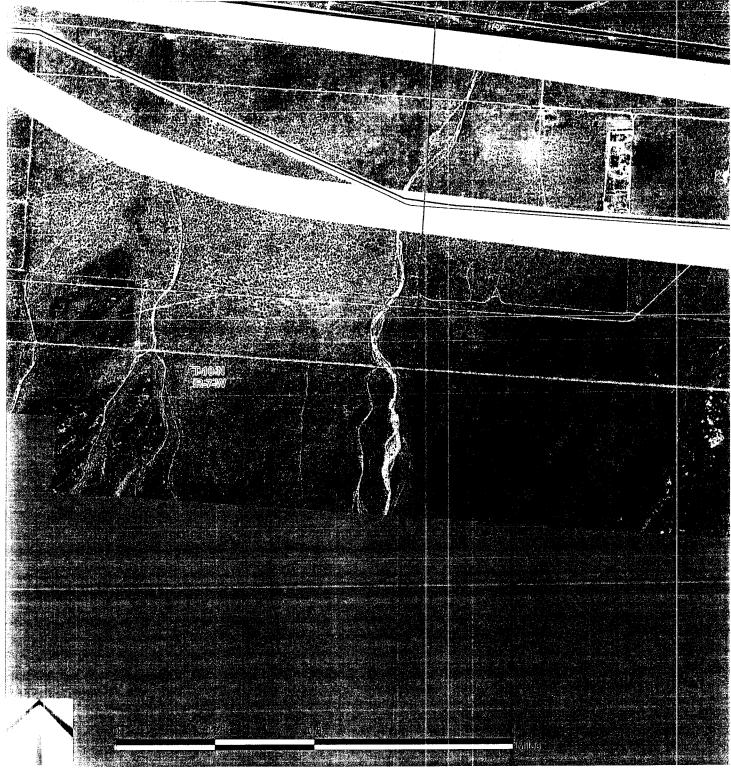
Major Highway



Kramer Junction Espressway Alternatives

San Bernardino County, CA





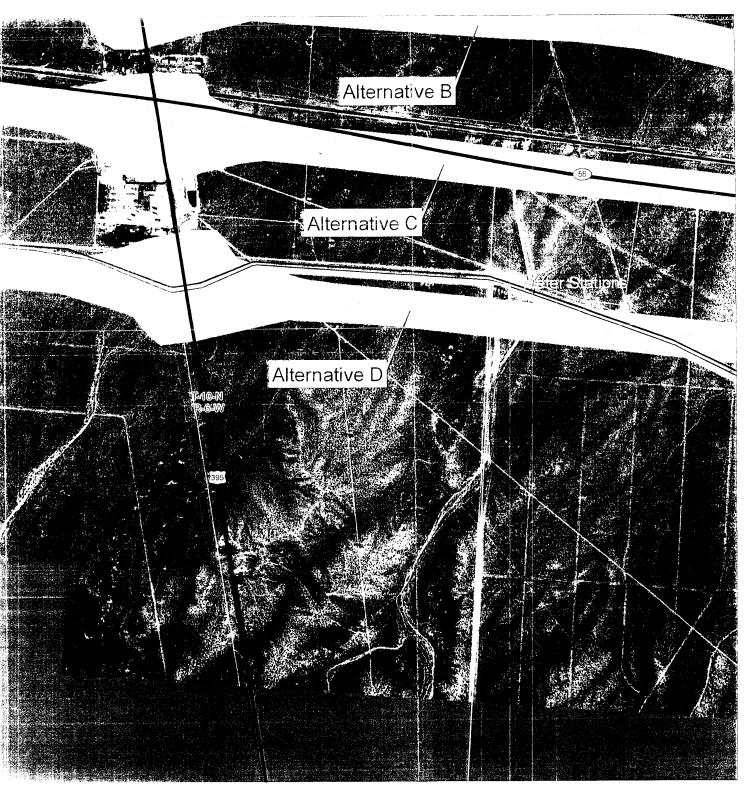
General Reference Features



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Major Highway



Kramer Junction Espressway Alternatives
San Bernardino County, CA

Figure 2

Karra River

Diana Roberts

From: Laurence Maller [laurence@wathomas.net] Sent: Friday, February 22, 2008 3:24 PM

To: Diana Roberts

Subject: Re: Caltrans District 8 Kramer Junction project

Here you go. Thanks for writing back.

Laurence Maller W.A. Thomas Co. Estimator/Project Manager (925) 228-9600 x17 (fax) 228-6932 2356 Pacheco Bl. Martinez, CA 94553

---- Original Message -----

From: Diana Roberts

To: laurence@wathomas.net

Sent: Friday, February 22, 2008 2:26 PM

Subject: Caltrans District 8 Kramer Junction project

You recently requested information about the proposed Caltrans District 8 Kramer Junction project. My company is working with Caltrans to complete the environmental documentation, and we are also assisting them with responding to requests for information.

If you will provide me your mailing address, I will add you to our database of interested parties. We plan to send out an information packet quite soon.

Thank you,

Diana Roberts Jones & Stokes

Associate Consultant 2841 Junction Avenue, Suite 114 • San Jose, CA 95134 P: 408.434.2244 ext. 2204 • F: 408.434.2240

droberts@jsanet.com • www.jonesandstokes.com



Please consider the environment before printing this e-mail

2008-02-14 add Maller

From: Kate Giberson

Thursday, February 21, 2008 5:50 PM Sent:

Di ana Roberts To:

SR 58 Kramer - another addition to the mailing list Subject:

----Original Message----

From: Marie Petry [mailto:marie_petry@dot.ca.gov] Sent: Thursday, February 21, 2008 5:08 PM

To: Kate Giberson Cc: Terri Kasinga

Subject: Fw: please handle - thanks

Kate - Could you please make contact with Laurence and add him to the Ťhank you. mailing list.

Marie J. Petry Office Chief, Environmental Studies/Support B Phone (909) 383 - 6379 Fax (909) 383-6494 mari e_petry@dot.ca.gov

---- Forwarded by Marie Petry/D08/Caltrans/CAGov on 02/21/2008 05:04 PM

Irene Domi nguez/D08/Cal

trans/CAGov To Terri

02/20/2008 07:36 Kasi nga/D08/Cal trans/CAGov@D0T AM

Marie Petry/D08/Caltrans/CAGov@DOT Subj ect

Fw: please handle - thanks

Hi Terri:

I forwarded your comments to Marie Petry, as her unit has the Kramer Junction project. Thanks.

Irene Dominguez Environmental Planner/Support A (909) 388-7068 fax (909) 383-6494 464 W. 4th Street, 6th Floor, MS 823 San Bernardino, CA 92401-1400 ---- Forwarded by Irene Dominguez/D08/Caltrans/CAGov on 02/20/2008 07:35 AM ----

> Terri Kasi nga/D08/Cal tr ans/CĂGov

To

02/15/2008 10:30 Domi nguez/D08/Cal trans/CAGov@D0T Page 1

AM

CC

Subj ect

please handle - thanks Fw: SR-58 Kramer Junction Comments

Caltrans is here to get you there!

Terri Kasinga Public Information Officer Caltrans - District 8 Phone (909) 383-6799 Fax (909) 383-6822

---- Forwarded by Terri Kasinga/D08/Caltrans/CAGov on 02/15/2008 10:30 AM

I aurence@wathomas

.net ()

02/14/2008 03:49

d8. public. affairs@dot. ca. gov

To CC

Subj ect

SR-58 Kramer Junction Comments

Below is the result of your feedback form. It was submitted by (laurence@wathomas.net) on Thursday, February 14, 2008 at 15:49:54

comments: Do you have a mailing list for updates to this project? Please add my address to it. Thank you!

Submit2: Send E-mail

2008-02-26 add Collins

From: Kate Giberson

Sent: Tuesday, February 26, 2008 12:22 PM

To: Di ana Řoberts

Subject: SR 58 Kramer - mailing/info request

----Original Message----

From: Marie Petry [mailto:marie_petry@dot.ca.gov]

Sent: Tuesday, February 26, 2008 10:53 AM

To: Kate Giberson

Subject: Fw: Kramer Junction

Kate - Please send Mr. Collins the information requested, including the schedule and projects information, also add him to the mailing list. Thank you.

Marie J. Petry Office Chief, Environmental Studies/Support B Phone (909) 383 - 6379 Fax (909) 383-6494 marie_petry@dot.ca.gov ---- Forwarded by Marie Petry/D08/Caltrans/C/

---- Forwarded by Marie Petry/D08/Caltrans/CAGov on 02/26/2008 10:49 AM

paul.collins@us.mcd.com

02/26/2008 10: 27

mari e_petry@dot.ca.gov

To cc

AM

Subj ect

Kraemer Junction

Marie- Good speaking with you. As mentioned please add me to any email and/or mailing lists for future information relating to improvement plans for Kraemer Junction. See address below.

Additionally, I would appreciate any information relating to the build/no-build options currently being considered. A diagram/illustration of the potential realignment would better allow us to evaluate impact to a McDonald's restaurant. Again we are investigating a site at Kraemer Junction and would like to best understand what highway improvement options that are being considered.

Thanks again,

Paul Collins Area Real Estate Manager McDonald's USA , LLC 3800 Kilroy Airport Way, Suite 200 Long Beach, CA 90806 Main: (562) 753-2001 Fax: (206) 666-4245

The information contained in this e-mail and any accompanying documents is confidential, may be privileged, and is intended solely for the person and/or

entity to whom it is addressed (i.e. those identified in the "To" and "cc" box). They are the property of McDonald's Corporation. Unauthorized review, use,

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and attachments and any copy from your system. McDonald's thanks you for

cooperation.

2008-02-26 add Nasiri

From: Kate Giberson

Sent: Tuesday, February 26, 2008 1:15 PM

To: Di ana Roberts

Subj ect: FW: please respond - thanks

----Original Message----

From: Marie Petry [mailto:marie_petry@dot.ca.gov] Sent: Tuesday, February 26, 2008 12:59 PM

To: Kate Gi berson Subject: RE: please respond - thanks

I have another person to add to the mailing list. SoCal Business Broker, Oscar Nasiri, 22033 Clarendon St. #101, Woodland Hills, CA 91367. Thank you.

Marie J. Petry

Office Chief, Environmental Studies/Support B Phone (909) 383 - 6379 Fax (909) 383-6494 mari e_petry@dot.ca.gov

2008-02-27 add Pagtal unan_2

From: Ramon Pagtalunan [Ramon. Pagtalunan@varian.com]

Sent: Wednesday, February 27, 2008 3:59 PM

To: Di ana Roberts

Subject: Re: your request for information about Caltrans SR-58 Kramer

Juncti on

Expressway Project

Ok it's 1635 Sequoia Blvd Tracy, CA 95376

Thx, Ramon

---- Original Message -----

From: Diana Roberts <DRoberts@jsanet.com>

To: Ramon Pagtalunan

Sent: Wed Feb 27 14:37:21 2008

Subject: your request for information about Caltrans SR-58 Kramer Junction

Expressway Project

Thank you for your inquiry regarding the Caltrans SR-58 Kramer Junction Expressway Project. We would be glad to send you an information packet if you would provide your U.S. mailing address.

Diana Roberts

Jones & Stokes

Associate Consultant

2841 Junction Avenue, Suite 114 • San Jose, CA 95134

P: 408.434.2244 ext. 2204 • F: 408.434.2240

P Please consider the environment before printing this e-mail

2008-02-26 add Pagtal unan

From: Kate Giberson

Sent: Tuesday, February 26, 2008 12:39 PM

Di ana Roberts To:

FW: please respond - thanks Subject:

----Original Message----

From: Marie Petry [mailto:marie_petry@dot.ca.gov] Sent: Tuesday, February 26, 2008 9:32 AM To: Kate Giberson

Subject: Fw: please respond - thanks

Kate - Could you please send Mr. Pagtalunan the information requested and add him to the mailing list. Thank you.

Marie J. Petry Office Chief, Environmental Studies/Support B Phone (909) 383 - 6379 Fax (909) 383-6494

mari e_petry@dot.ca.gov

ramon. pagtal unan@

varian.com ()

02/25/2008 07:00 d8. public. affairs@dot. ca. gov To CC

PM

Subj ect E-mail message from District

websi te

Below is the result of your feedback form. It was submitted by (ramon.pagtalunan@varian.com) on Monday, February 25, 2008 at 19:00:33

comments: Dear,

Just wondering what the time line is for the Kramer project? Has the construction begun? Who can I contact about any other future plan(s) around Kramer junction? I'm interested because I have a piece of land a mile east of the junction.

Best Regards,

Ramon Pagal unan

Submit2: Send E-mail

Baker info req 3-26-08

----Original Message----

From: Marie Petry [mailto:marie_petry@dot.ca.gov]

Sent: Monday, March 24, 2008 6:36 PM

To: Kate Giberson

Subject: Fw: SR 58 Kramer Junction Expressway Project

Kate - Please mail Ms. Baker the latest mail out. Thank you.

Marie J. Petry Office Chief, Environmental Studies/Support B Phone (909) 383 - 6379 Fax (909) 383-6494 marie_petry@dot.ca.gov ---- Forwarded by Marie Petry/D08/Caltrans/Ca

---- Forwarded by Marie Petry/D08/Caltrans/CAGov on 03/24/2008 06:34 PM

"BARBARA BAKER"

<bnbbaker_rockcre
ekranch@veri zon. n
et>

<Mari e_Petry@dot. ca. gov>

To cc

03/24/2008 05:56

Subj ect

SR 58 Kramer Junction Expressway

Proj ect

Dear Ms. Petry,

My husband and I are interested in what is going on with the highway project for SR58. We had Men out on the 18 of March. As well as the 19th. They were scoping the area in front of our home. We are the north home on Corneso. (0498232170000)

We are interested in finding the out come of where the plans are at this time. We would appreciate your response.

Thank you,

Bruce and Barbara Baker 760-762-5216

I am using the free version of SPAMfighter for private users. It has removed 634 spam emails to date. Paying users do not have this message in their emails. Try SPAMfighter for free now!

Appendix F Project-Related Newspaper Articles

Contents

Desert Dispatch

Daily Press

Tehachapi News

Community input sought in Highway 58 project

By AARON AUPPERLEE

July 3, 2007 - 5:17PM

With Caltrans improvement projects on the block for State Route 58 in both Hinkley and Kramer Junction, the affected communities have spoken up with concerns, suggestions and, in some instances, completely different plans.

Caltrans held two scoping meetings, one in Hinkley and one in Kramer Junction, at the end of June to present preliminary projects for the widening of Highway 58 through the two areas. The Kramer Junction meeting occurred two days before five people died in a collision in the area. More than 100 people attended the meeting in Hinkley, surprising even Boniface Udotor, the office chief of the

California Department of Transportation's Environmental Branch.

"It was interesting," Udotor said. "I didn't think we'd have such a welcoming reception."

Udotor said he presented different alternatives to the widening and re-routing of Highway 58 through Hinkley, answered questions and gave those in attendance a chance to draw their own solutions on a blank map of the area.

The project currently has four alternatives.

- Alternative one: Keep Highway 58 as is
- Alternative two: Widen Highway 58 to four lanes and move the highway about one-half mile south
- Alternative three: Widen the existing Highway 58
- Alternative four: Widen Highway 58 to four lanes and move the highway about one-half mile north

Steve Hawkins, who lives in Hinkley near Highway 58, attended the Hinkley meeting. He said there were a lot of questions and not a lot of answers from the Caltrans representatives. Some of the alternatives, he said, did not make much sense.

"I don't see any logic in it," he said.

The best alternative, according to Hawkins, would be to re-route part of Highway 58 to the south on Fairview Road. However, this alternative will not please everyone.

"I know one person who's not going to be happy," Hawkins said. "It goes right through his property."

Although some may not like the alternatives, Brian Crawford, a Hinkley resident, said few would disagree that something needs to happen to Highway 58. He said the road is unsafe. Hawkins agrees.

"To go across the highway, it is almost impossible," he said.

According to the California Highway Patrol, a number of traffic collisions have occurred on

[&]quot;Some people wanted it out of Hinkley, especially business owners," he said.

the stretch of Highway 58 through Hinkley. Last year, 20 collisions resulting in one fatality and eight injuries happened. Four of the 20 collisions were because of someone driving under the influence, CHP Officer Greg Smoak said.

As of June 2007, 10 collisions have occurred, no fatalities and three injuries. Four were the result of DUIs.

Caltrans lists safety as a primary reason for improving the roadway. A document provided by Caltrans stated that Highway 58 is currently overwhelmed by traffic and "extra big trucks" and that traffic on the highway is expected to more than double by 2003.

Smoak welcomes the improvements to Highway 58 but said real safety begins with the many drivers who take to roadway.

"With any road improvement, it is going to help, but you still have those with severe drive habits who will continually break the law," he said. "People are in too big of a hurry. They're either speeding or passing when it's unsafe."

Udotor said more meetings will be held about the Hinkley project, and he does not expect construction to begin for some time.

Council will vote on new police chief

FROM STAFF REPORTS

May 21, 2007 - 7:18AM

BARSTOW - The City Council will decide tonight whether to give the OK to a contract for Lt. Dianne Burns, whom City Manager Hector Rodriguez has recommended for Barstow's new chief of police.

Burns, who now works with a gang task force in Las Angeles, must get the City Council's approval and pass a background che ck a n d a p hy s i c a l exam before joining Barstow's force. According to the contract, s h e wo u l d b e g i n o n June 18.

Councilmember Jo e Gomez said Friday that he plans to vote in favor of approving Burns' contract. Other Council members said on Friday they had not had time to review materials from the city and thus had not yet made a decision.

The Council's 7:30 p.m. meeting will also include a public hearing on a proposed hike in development sewer connection fees, the introduction of Public Works manager Todd Edwards and a staff report on the community Fourth of July celebration. Also, the Council will consider reducing the temporary event permit fee cost to \$25 for non-profit groups and \$75 for other applicants.

Main Street reconstruction begins next week

Reconstruction on West Main Street from Avenue L to Sandstone Court will begin on May 29, which will cause some lane closure and possible side street closures. Turning restrictions, detours and speed reductions may be needed as well. This may affect access to some local businesses.

"The City's contractor will attempt to maintain access to the businesses, but there will be times that when driveway closures will be essential to complete the contracted work," according to a city press release.

The project's expected completion date is June 22. For more information about the project, call Domingo Gonzales at 255-5156.

Ashburn pushes redistricting, term limits bill

Sen. Roy Ashburn, R-Bakersfield, is pushing legislation that would change the redistricting process, term limits and campaign reporting requirements.

Senate Constitutional Amendment 9 passed the Senate Committee on Elections, Reapportionment and Constitutional Amendments this week, according to a press release. The measure will go before the Senate Appropriations Committee on May 29.

If passed, the effects of SCA 9 would include:

- o A requirement to report contributions during the final 30 days of the legislative session to the Fair Political Practices Commission;
- o Withholding legislative pay during budget stalemates;

- o The online posting of "report cards" for each member of the legislature with the number of hearings and meetings attended;
- o Annual hearings on the oversight of state government;
- o The creation of a citizens' commission to draw district boundaries
- o A revision of term limits to allow a maximum of 12 years in the Assembly and/or the Senate.

Widening of Highway 58 proposed

There will be a come-andgo scoping meeting concerning the possibility of widening State Highway 58 from 4 to 7 p.m. Thursday, June 21 at the Roadhouse Restaurant at Kramer Junction.

Caltrans and the Federal Highway Administration have proposed widening the two-lane portion of the highway to four lanes. The change would affect about 13 miles of highway near the Kern County line.

Written comments on the proposal will be accepted at the scoping meeting and through June 21. Comments can be mailed to Marie Petry, Environmental Studies Branch, 464 W. 4th Street, 6th floor, MS 821, San Bernardino, CA 92401-1400.



ARCHIVED STORY

Tuesday, August 27, 2002

Highway safety concerns

By JEFFREY E. MITCHELL/Staff Writer

ADELANTO — As investigators continued sifting through the charred wreckage of Friday's crash that killed five young people on Highway 395, local officials on Monday renewed their call for the state to take action to improve safety on the heavily traveled two-lane highway.

While they acknowledge the old road's design may have nothing to do with latest deadly crash, the fact that now more than 40 people have died on Highway 395 between Palmdale Road and Highway 58 since 1997 troubles them deeply.

"We need to wait to determine exactly what caused this tragedy, but I think that it's pretty obvious that Highway 395 needs to be redesigned and made safer," Adelanto Mayor Tristan Pelayes said. "Given the speeds the people are driving and the amount of traffic this road is now handling, two lanes are inherently dangerous."

The 7:06 p.m. crash occurred when a southbound 1988 Chevrolet pickup crossed the highway's center line at Adelanto Road and collided head-on with a northbound semi-tractor rig.

Four males and a female traveling inside the pickup were instantly killed. Over the weekend, two of the victims were identified as Peggy Cowlishaw and Nolan Flesher. San Bernardino County Coroner's officials were still working late Monday to identify the remaining three victims, whose bodies were burned after the vehicles caught fire. The truck driver, identified as Timothy Cassady, 57, of Redding was not injured.

Road improvements proposed

While seemingly resisting the idea of widening or adding passing lanes to the highway for many years, representatives of the California Department of Transportation said Monday they have recently added two proposals to build passing lanes on the thoroughfare.

Ivy Estrada, a Caltrans spokeswoman, said she could not provide details as to how or why the passing lane projects were added to the agency's 2004 budget, but said the agency does try to listen carefully to input from citizens and elected officials.

The Caltrans proposal calls for the state Legislature to choose between one of two passing lane projects:

• Project 1 calls for the construction of two passing lanes in each direction on the highway from State Route 18 to Kramer Junction. This project would run 15.7 miles in length and would cost an

estimated \$17.7 million.

• Project 2 calls for the construction of single passing lanes on the highway from just north of Shadow Mountain Road to Kramer Junction. This project would run 9.1 miles in length and would cost \$7.5 million.

Estrada said that should the state Legislature select one of the projects, the decision would initiate several months of design and environmental studies. She declined to estimate when actual construction might start or how long it would take.

The grieving continues

As the families of the most recent five people to die on Highway 395 slowly come to grips with their losses, Victorville Mayor Mike Rothschild said his city along with his colleagues in Adelanto will continue to press Caltrans and other state officials to make the thoroughfare safer.

Rothschild on Monday said he welcomed Caltrans' most recent lane passing proposals.

"I think it is a sign that they understand that we have a very serious problem," Rothschild said. "In the meantime, I hope people will slow down, drive with their headlights on and show a little more courtesy to one another out there."

Jeffrey E. Mitchell can be reached at jeff_mitchell@link.freedom.com or 955-5358.

Return to Desert Dispatch



ARCHIVED STORY

Monday, November 12, 2001

New interchanges in SANBAG five-year plan

Freeways: Roads project will also widen highway 395.

EMILY BERG/Staff Writer

VICTORVILLE — The San Bernardino Associated Governments board of directors gave its approval to \$256 million for transportation projects for the next five years.

The project list includes preliminary work to widen Highway 395 and new Interstate 15 interchanges at La Mesa and Nisqualli roads as well as at Eucalyptus Street. The California Transportation Commission still needs to approve the projects in December before any work can begin.

SANBAG approved \$4 million to fund the five-year process of environmental studies to widen Highway 395 from Kramer Junction to Interstate 15. It will also pay for part of a study to determine if the roadway can be realigned, said Cheryl Donahue, spokesperson for SANBAG.

The plan is to make it four lanes and possibly realign it to eliminate some of the hills and curves, Donahue said.

Critical areas of the roadway pass through Victorville, Hesperia, Adelanto and some unincorporated areas, Donahue said.

"That's kind of the high priority area through there," she said.

The cost of the total project is about \$14 million. SANBAG will contribute \$4 million, Caltrans \$4 million and Kern, Inyo and Mono counties will contribute the remaining \$6 million, Donahue said.

A new interchange across Interstate 15 at Nisqualli Road on the east and La Mesa Road on the west is in the plans as well. The interchange would be located between the Palm Dale and Bear Valley roads.

"We are anticipating this interchange because it's a greatly needed alternative to Bear Valley Road, which is highly congested," she said.

The interchange would ease traffic traveling east and west as well as improve access to the Mall of Victor Valley, Donahue said.

SANBAG will cover 40 percent of the cost and the city of Victorville will fund the remaining 60 percent, Donahue said.

Another interchange could go in at Eucalyptus as a joint project between the cities of Victorville and Hesperia.

The existing interchange at Old Highway 58 in Barstow is also scheduled for reconstruction work.

The total cost of the three interchanges is \$40 million.

The funding is provided by the 2002 State Transportation Improvement Program.

Traffic is a growing concern for San Bernardino County residents, said SANBAG officials.

Traffic congestion ranked third in the Inland Empire Annual Survey conducted in the winter of 2000. It had risen from fourth place the previous year. The survey ranks the concerns of 1,000 county residents.

Return to Desert Dispatch

Daily Press archive Page 1 of 2



Saturday, October 2, 2004

Installation of safety improvements to cause delays on Highway 395

By MIKE CRUZ/Staff Writer

ADELANTO — Motorists will face minor delays on Highway 395 starting Monday morning, as work crews install improvements designated under the highway's Safety Corridor status, California Department of Transportation officials said.

Crews are scheduled to install rumble strips into the center median on Highway 395, said Terri Kasinga, Caltrans spokeswoman. Rumble strips are grooves carved into the asphalt that alert a motorist with a loud thumping noise when a vehicle leaves the lane, she said.

"It eliminates passing," Kasinga said. "There will be a no passing zone out there in that area. And that is to ensure that people stay in their lane, and they don't try to pass."

Caltrans crews will work on the project from 7 a.m. to about 4 p.m. for about three weeks. Lane closures will be necessary, but traffic delays will be minor, Kasinga said. California Highway Patrol officers and flagmen will be on hand to control traffic.

The installation of rumble strips will cost \$167,000, Kasinga said, and they will officially run from 7.3 miles north of the Palmdale Road and Highway 395 interchange to 13 miles south of the Highway 58 interchange, she said.

The Victor Valley's portion of Highway 395 was designated a safety corridor by the state Office of Traffic Safety on June 8. OTS officials granted the CHP at least \$348,000 to help carry out safety improvements.

The grant will provide funding for a public safety awareness campaign, better signage and more officers patrolling Highway 395 from Interstate 15 to Highway 58 at Kramer Junction, officials said.

While funding won't officially kick-in until spring 2005, the CHP will begin meeting with officials from sheriff's stations in Adelanto and Victorville and other Highway 395 Task Force members later this month to begin putting plans together.

"It's going to be enforcement for unsafe passing and speed," said Capt. Dave Navarro, commander of the CHP's Victorville station.

While commuters will see more officers on the highway, plans also include significant public education and media notification about safety improvements.

Daily Press archive Page 2 of 2

Mike Cruz can be reached at mike cruz@link.freedom.com or 951-6276.

BACK TO DAILY PRESS







Log In

Nightmare on Highway 58

Welcome to the Tehachapi News, your local source for news and events affecting the residents and businesses in Tehachapi. The Tehachapi News is published every Wednesday, and available through home delivery and at rack locations throughout

the area.



The Blog Zone

Neighbors

New posts from Tehachapi bloggers. What to join in? Get your own blog for free! Note that you must have a user ID to create a blog.

> THE CAB RIDE! From jimr



What was going on last night?? From pegmurph



Ellie's 1st day:) From Shawn



Chelsea Clinton

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New Blog Comments

- ProgressoDasani, I was going t...
- come on progress sing along wi...
- ha ha
- Hurray! No more of that ...
- I agree with everyone on this ...

More Blog Comments

Featured Blogs



Handy Tip for the New From LABrown



Earthquake jolt! From awsmom8



Hillary or Obama? From gube

All > Forum Nightmare on Highway 58 By: Dennis Tope

Topics: Highway 58
Posted by editor Mon Apr 9, 2007 10:13:31 PDT Viewed 341 times



Driving east on State Route 58 through Kern County isn't so bad, that is until you cross the San Bernardino County line just east of Boron. Masses of trucks and cars must squeeze from four lanes of traffic down to two lanes. Drivers must negotiate a twisty, undulating stretch of road. Why this highway hasn't been widened to four lanes is incredible, since 58 is considered the third busiest truck corridor in

In 1995, there were 49 fatalities east and west of Kramer Junction and over a hundred recorded injuries. After 12 years, the number of accident related injuries no doubt has increased. On any given Sunday afternoon, westbound traffic on 58, east of Kramer Junction, is backed-up for miles as the road intersects with Highway 395. It's not uncommon to see frustrated motorists who are caught in these traffic jams taking risks by driving their vehicles off 58 and into the desert to find that bumpy dirt road paralleling the railroad tracks in an effort to get around this bottleneck. The San Bernardino Association of Governments, who determines road priorities in this county, has actual videos of these massive traffic jams.

The San Bernardino Association of Governments earmarked 130 million of Proposition 1B funding to fix the two lane stretch of 58 that bypasses Hinkley, but the California Transportation Commission vetoed this proposal in favor of other priorities for 2007. Motorists who have driven this section of Highway 58 know the road conditions through Hinkley, and passing anybody on this road is nearly suicidal until the road widens at Lenwood.

Help is needed to bring attention to driving conditions on Highway 58. Please express your concerns by writing a letter to Mr. Will Kempton, California Transportation Commission, 1120 N St., Room 2221, Sacramento, CA 95814.

-Dennis Tope

Send to a Friend

Report a Violation

Appendix G Caltrans Contacts

Appendix G Caltrans Contacts

California Department of Transportation, District 8 Environmental Planning 464 W. 4th Street San Bernardino, CA 92401 909/383-4631

Marie J. Petry, Environmental Project Manager 909/383-6379

Mark Lancaster, Project Manager 909/659-7483

Patrick Hally, Project Engineer

Tim Crowley, Graphic Designer

Terri Kasinga, Public Information Officer

G-1